# THE AMERICAN ELEVATOR AND GRAIN TRADE.

A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

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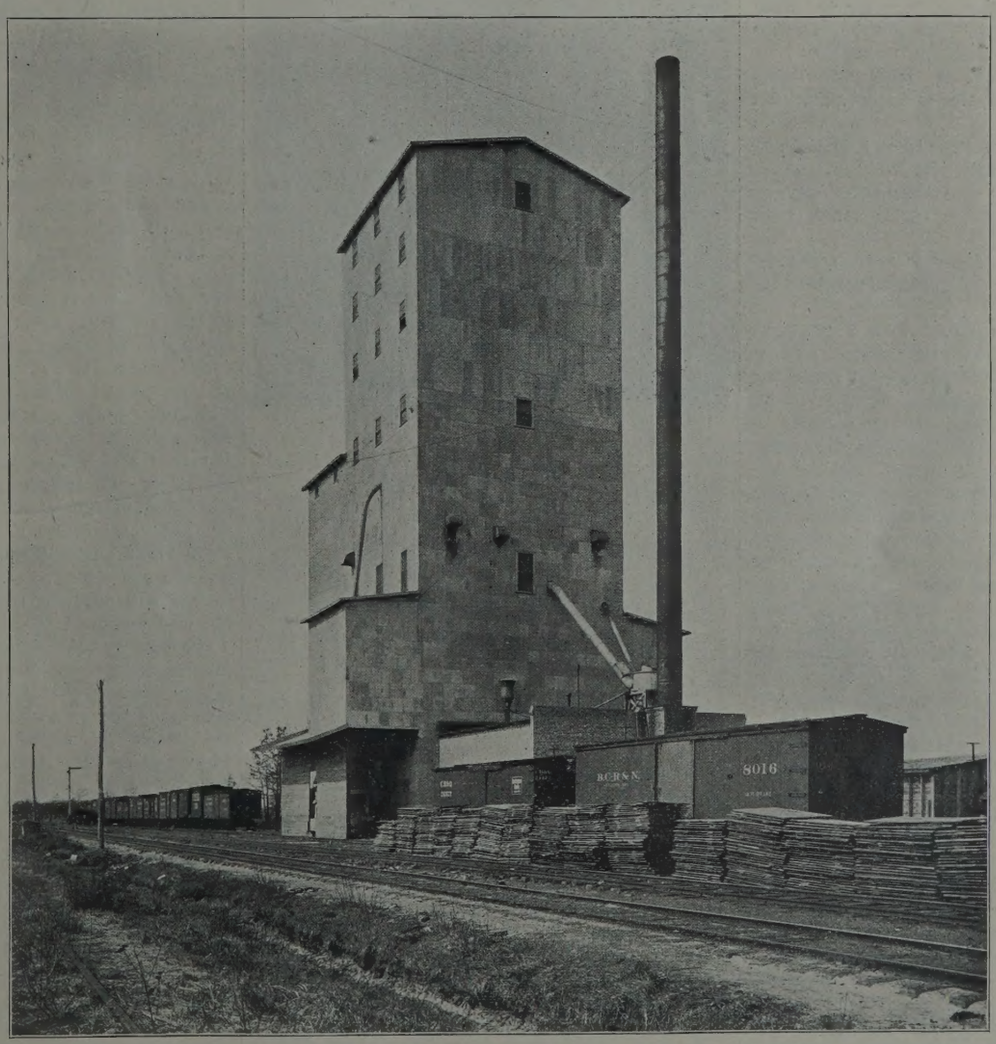
## THE HAWKEYE ELEVATOR.

The Hawkeye Elevator, at West Hammond, Ill., is the only elevator located on the Chicago Junction Railway, otherwise known as the "Chicago Central Belt Line," having connections and through traffic arrangements with some thirty Eastern and Western railroads entering Chicago, some fourteen of which meet at Hammond, Ind., barely a mile from West Hammond, with the state line between them. The Hawkeye Elevator Company is incorporated in Illinois with a capital of $50,000, and is officered by D. H. Stuhr, president and general manager; H. Hahn, vice-president; H. J. Hall, secretary, and E. W. Stuhr, treasurer. This management is identical with that of the D. H. Stuhr Grain Company of Davenport, Iowa, which makes a specialty of Iowa barley. Although the Hawkeye Elevator is under contract with the D. H. Stuhr Grain Company to handle all the latter's business, including that which formerly went through the Union Elevator at Joliet, Ill., the Hawkeye Elevator is doing a general transit, cleaning and transfer business for the Chicago Junction Railway. The Stuhr Grain Company has some forty or more stations through the barley districts of Iowa, Minnesota and Wisconsin, handling as high as 2,000,000 bushels of barley annually, and Mr. Stuhr, as manager of both companies, has, as manager of the Hawkeye Elevator Company, built this house as a model barley elevator, which may have its equals, but has no superiors.




THE HAWKEYE ELEVATOR AT WEST HAMMOND, ILLINOIS.

The elevator, of which a fine picture is given herewith, was built during the year 1898, by D. A. Robinson of Chicago and Minneapolis, and has storage capacity for 300,000 bushels in 34 bins, varying in size from 5,000 to 15,000 bushels each, and modern cleaning and handling machinery and facilities for upward of 50 cars per ten hours.

The building covers an area of 72x43 feet, resting on a stone foundation laid on a solid sand bottom. The height of the building to top of the storage section is 85 feet, and to top of cupola 130 feet. The engine house is of brick, 40 feet square. The office, also a detached structure, is 24 feet square.

There are railway tracks on both sides of the building, two on the south and one on the north, with room for five additional tracks when needed. Grain can, therefore, be loaded or unloaded on either side of the elevator. In unloading cars, grain is handled by two of Clark's Double Power Shovels on each side, the cars being moved by power pullers.

The house has two main elevators running the whole height of the building, there being one on each side. Each elevator leg stands in a steel boot nine feet deep and 8x21 feet in size at the top, diminishing to six feet square at the bottom. Each leg has elevating capacity for 8,000 bushels per hour. Grain from the cars is taken by the elevators to the top of the cupola and discharged into either of two garners, holding 1,400 bushels each. Below each is a Fairbanks-Morse Scale of 1,200 bushels' capacity. Being weighed, the grain goes to any one of the eleven cleaning bins, and

thence to the separators. There are six of these machines, all of which were built by the Barnard & Leas Mfg. Co. of Moline, Ill., each having capacity of 1,000 bushels per hour. After cleaning, the grain is run into the storage bins, and is ready for shipment. The distributing spouts from the scales to the bins are of the D. A. Robinson patent. Grain is taken from the storage bins by belt conveyors and distributed to either of the main legs and thence conveyed to the garners, and can also be sent from either scale to either side of the house. The loading spouts are all of steel and supplied with H. Sandmeyer & Co.'s Double Loading Spouts for conveying grain into the cars.

The dust collecting system consists of six of the Knickerbocker Co.'s Cyclone Dust Collectors and a large fan supplied by the Allington & Curtis Mfg. Co. The dust from the separators is taken to the fan and is discharged by it into a Cyclone Feeder on the roof of the boiler room, and there is fed into the furnace. There is also a complete sweeping system on each floor of the elevator, the system being connected with the fan and discharges to the furnace.

In regard to fire protection the elevator is unusually well equipped. A fire escape runs from the top to the bottom of the north side of the elevator. In the engine room there is a fire pump, and hose and standpipe, including all connections, are placed in every part of the building. The elevator is also equipped with chemical fire extinguishers, and there are barrels of water distributed through various parts of the building, and between the office and the boiler room is a fire plug connected with the pipes of the Hammond Water Works, which supplies water for both fire protection and for boiler use.

There is an office in the building for the weighmaster; one on the machinery floor for the floorman, and one on the main floor for the foreman. These offices and the building throughout are heated by steam and lighted by electric lights. There are also a ticket elevator and a speaking tube systems.

A distinctive feature of the elevator is the system of friction clutches with which every machine is equipped so that all the machinery of the elevator can be operated as a whole or each machine separately.

The entire building is covered with corrugated iron siding, furnished by the Chicago branch of the Sykes Steel Roofing Co.

The engine room is equipped with a 225-horse power engine, and contains also a Triumph Electric Co.'s dynamo and Fairbanks-Morse Feed Pump and Water Heater. In the boiler room are two 72-in.x 18 ft. Dry Tube Boilers, each with a capacity of 125 horse power. A coal shed adjoins the engine room, with a capacity for 10 cars of coal.

The office is conveniently arranged, and is light and roomy. There is a private office for superintendent, R. G. Stuhr, opening into the room of the bookkeeper and cashier, and there is also a sample room and a private room for the elevator foreman.

The illustration shows the elevator as it stands to-day. The company has already found, however, after a short season, that there will be demand for a larger house, and an addition of 145 feet will be built to the elevator during the coming summer. It will have a capacity of 400,000 bushels, making a total capacity for the house of 700,000 bushels. The Dodge Mfg. Co., which furnished all the grain handling and power transmission machinery in the house as it now is, has secured the contract for building this addition and also for the machinery equipment needed.

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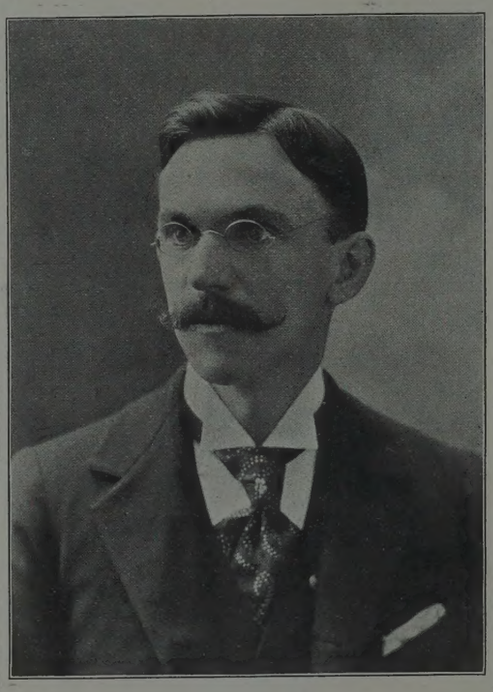
Michigan complains that the oat hulls from the oatmeal factories are being sent into that state to be mixed with commercial "corn and oats" feed. As the hulls cost but little and "corn and oats" sell for $18 to $20 a ton, the mix is a profitable one. As to oat hulls, it has been observed that some kinds of white oats have as coarse a hull as the black oats, and that when oats are grown in a cool and moist climate, like Ireland and Scotland, the hulls will be large, but not rough, the roughest hulls being on oats grown in Norway, Sweden and Russia.

## A KANSAS CITY TRAVELER.

Kansas City has become so great a factor in the grain trade of the Southwest that the personnel of the trade—the men who handle the vast volume of grain that now passes in an annually increasing volume through that important gateway, is an interesting study. There are many young men out there, where only thirty years ago was the back door of the frontier, but the West is a young man's country, and he is the most interesting feature of it.

The subject of our sketch, Mr. P. F. Lucas, of the firm of Goffe, Lucas & Carkener, grain commission merchants, may be selected as a representative type of the young business man of that market. Born in Maine, September 7, 1864, educated in Massachusetts, graduating with the highest honors of his class from the high school of the town of Mansfield, near Boston, young Lucas on leaving school spent three years learning the machinist's trade, a sure sign of obsession by the spirit of old-fashioned New England thrift and foresight, which prepared boys to earn their living



P. F. LUCAS.

in this world by their hands should their honest wits fail to do better by them. It does not appear that Mr. Lucas spent many years as a "jour" machinist, however; for in 1885, at about 21 years of age, he came West, as did so many other bright New Englanders, to "grow up with the country." He visited the older cities of the West, and finally chose Kansas City as the most promising, and probably has never had occasion to regret his choice of a home.

During the years of the "boom" in Kansas City Mr. Lucas was engaged in the real estate business; and it was not until 1890 that he became identified with the grain trade. Then he entered the employ of F. H. Peavey & Co., who at that time established a house in Kansas City. After being employed in the office for two years, he made his first trip on the road, and for a year bought grain and solicited consignments for that house. In 1893 he associated himself with W. C. Goffe and G. S. Carkener, under the firm name of Goffe, Lucas & Carkener, who at that time commenced a commission business, and since then he has continuously represented his house in territory west of Kansas City, covering Kansas, Nebraska and Oklahoma.

Mr. Lucas is a member of the Kansas City Board of Trade, and when in Kansas City assists his partners with the extensive business of the firm on the floor. He was first among those who became interested in the western grain dealers' associations, and has since then given the subject much attention, frequently attending the association meetings held west of the Missouri River, where he has always been an ardent advocate of association principles. The firm of Goffe, Lucas & Carkener has stood by the Kansas, Nebraska and Oklahoma associations in all reforms inaugurated in the Kansas City market and Mr. G. S. Carkener is at present treasurer of the Kansas Grain Dealers' Association's Check Weight Bureau in Kansas City.

Mr. Lucas enjoys the reputation of having traveled for more successive seasons as the representative of a Kansas City grain firm than any other solicitor on the road, having traveled for seven consecutive seasons out of Kansas City. For this reason he has probably a more extensive acquaintance among the grain dealers of Kansas, Nebraska and Oklahoma than any other person in the Kansas City grain trade. The firm of Goffe, Lucas & Carkener has, since its organization six years ago, grown from modest proportions to its present position as one of the foremost commission houses of Kansas City; and to this really brilliant success the marked ability and personal popularity of Mr. Lucas has been a large contributor. As a member of the firm named, Mr. Lucas' position in the grain trade of the Southwest is assured; and now to felicitation on his business success, his many friends have the further pleasure of congratulating him upon his marriage on April 5 to Miss Lottie K. King, a most estimable lady of Kansas City, on which occasion Mr. Lucas took what one may imagine has been his first real vacation from business since his arrival in Kansas City.

## ELEVATOR FIRE PROTECTION.

The elevators of Charles Counselman & Co., at Ninety-third Street and Harbor Avenue, Chicago, are protected from fire by a private fire department, which is believed to be the best in existence.

The apparatus consists of two pumping engines, one capable of handling 2,000 gallons of water per minute and the other 4,000 gallons. The water is pumped from the elevator slip of the South Branch of Chicago River and distributed over the premises by a system of 8-inch underground pipes. These have outlets through six Niagara hydrants, fourteen feet high. The hydrants are distributed about the two buildings and carry nozzles of three to four and a half inches, which by working on swivels make the water available at any point outside the buildings. The water piping system is also run through the buildings, both in connection with the outside system, and also with a complete interior system of sprinklers. The piping is tapped for distribution through four sets of fire hose on each of the five floors of the elevators.

The pumps carry 90 pounds of steam at all times; and the opening of a single valve in the sprinkler system will start the pumps within half a minute and also sound the fire alarm on the premises.

The employes of the elevator are, of course, trained for fire emergency. There are about fifty of them, and each has his post in case of an alarm, and within a minute after an alarm is sounded the entire system of men and apparatus should be ready for duty. The nozzles of the hydrants each require two men to handle them. Four of these will each throw a stream four and a half inches in diameter 200 feet high, with a steam pressure of 150 pounds or 300 feet high with pressure of 200 pounds. The elevators are 165 feet high.

There has never been a fire at the elevators, but the possibility of one warrants the investment in this protection plant of $100,000.

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Reports of stocks of beans now on hand in New York, Michigan and California show a great decrease as compared with this time, 1898. The acreage of 1898 was 100,493, compared with 118,228 acres in 1897 and 203,671 in 1896, while the yield reported was only 954,684 bushels in 1898, compared with 1,765,175 bushels in 1897, and 3,049,135 bushels in 1896.

## TO GRADE AT WINNIPEG.

The Winnipeg Grain and Produce Exchange on March 29 adopted a resolution, "memorializing the dominion government that all grain from Manitoba and the Northwest Territories passing to Fort William and east thereof be inspected at Winnipeg and warehoused at Fort William or other eastern terminal elevators on Winnipeg inspection."

This change of system is asked for on the ground that the present system of inspection at the warehouse, instead of at Winnipeg, the selling market, causes delay, impeding the business of marketing the grain, since it now takes from a week to ten days after grain passes Winnipeg before returns are received from Fort William showing the grade that has been given the grain and on which it is sold; while the system of sending grain graded "no grade" for smut to King's Elevator at Port Arthur prevents the sale of the grain on its merits by sample. Again, under present conditions many shippers have their cars inspected at both Winnipeg and Fort William and in the case of "line cars" sell on the better grading, there being in fact a double system of inspection, which is of itself objectionable always.

Those in favor of the change of system contend that banking facilities for grain handlers would be improved by the greater rapidity of transfers of grain; that appeals from the inspector's grading would be facilitated, such appeals being now practically impossible except in extreme cases, coupled with great delay and expense; and that it would assist in building up a sample market at Winnipeg which does not now really exist in the province. The change asked for is, in fact, the application to all the grain of the Northwest Territories and Manitoba of the system that has been in force for years in the case of wheat going to Duluth from Manitoba points, which is graded in transit at Emerson.

## WHEAT MIXING CONDEMNED.

The Winnipeg Grain and Produce Exchange on March 15 adopted resolutions condemning the mixing of wheat at terminal elevators and asking for the enaction of such legislation as may be necessary to prevent the practice. The resolution says: "No mixing of grains should be permitted in a cargo shipment unless the inspection certificate issued shall have written across the face thereof a statement defining the various grades entering into its composition."

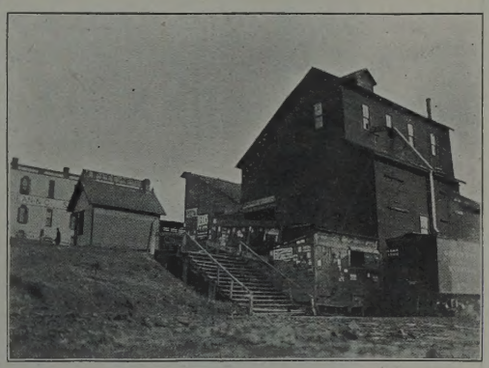
This action was deemed necessary to protect the reputation abroad of Manitoba wheat. The views of the Exchange were voiced by Mr. R. P. Roblin, member of the provincial parliament, in an interview in the Winnipeg papers. His statement was, in substance, that in 1897 Manitoba wheat (No. 1 Hard or No. 1 Northern) went abroad unmixed in the elevators and was "really first-class wheat." In 1898-99, however, there has been, he said, "so much injured grain that the mixing of the poorer grades with the higher was adopted, and the mixed cargo was shipped as No. 1 Hard;" that after a few cargoes arrived in England and disclosed the character of the mixed wheat, "the price dropped about six shillings per quarter, and it has been impossible to restore the confidence in our Manitoba No. 1 Hard;" and he concludes that "Duluth wheat is getting the preference and selling several points above Manitoba grain."

The proposition that the mixing has per se reduced the price is controverted by an anonymous Winnipeg dealer in an interview in the same newspapers, who says Mr. Roblin, when comparing prices of 1897 and 1899, "might as well have made a comparison with prices during the Crimean war;" while the claim that Duluth No. 1 Hard has preference may be conceded, but only because that grade in Duluth is a fancy one and consists of but a fraction of the total wheat in store in that city (7 per cent on March 11). This gentlemen's opinion of the matter is thus, quoting from the Manitoba Press, March 20: "The trouble is this: The crop of 1898 is certainly inferior to the two previous crops, and the standards were lowered, so that it made mixing possible. No doubt the prices would have been the same had it been called No. 2 Hard, as the buyers in New York and England judge it not so much by its name as on its merits. You will probably see or hear it stated that no mixing is permitted in Duluth, but while it seems so on the surface, I know different and so do those interested. It can be put down as certain that those who protest the loudest are the most guilty, and I sincerely hope a final stop will be put on mixing in the terminal elevators, such as Montreal, St. John, Toronto, Owen Sound, Sarnia and Fort William. All are equally guilty, and Fort William is by no means the greatest culprit."

A Canadian Pacific official also asserts that "the mixing is not done at Fort William." He ventures the opinion that grading should not be done in comparison with samples produced by the mixing of the grades, which are the official inspection "standards" of the season, because, he says, "there is absolutely no wheat grown similar to those official standards." He adds that "the Standards Board ought to be abolished and wheat graded and certified solely on the act;" and advises legislation along this line.

## THE LEHAN GRAIN COMPANY.

The firm of Lee & Lehan of Dunlap, Iowa, formerly owners of the elevator shown in the accompanying picture, has been succeeded by the Lehan Grain Company, Mr. M. W. Lee, head of the former firm, having gone to Nebraska to look after



ELEVATOR OF LEHAN GRAIN CO., DUNLOP, IOWA.

his interests there. Mr. Ed. Lehan is head of the Lehan Grain Company, which, as successors to Lee & Lehan, is heir to the popularity of the old firm, which has been doing a nice business in one of those famous Missouri River counties of Iowa.

The elevator of the company is in some respects an architectural novelty, as will be seen from the picture—one of those buildings which, like some of Dickens' houses, has a new face for every point of approach. It is 100 feet long by 40 feet wide, and is 55 feet high. There are two shipping bins and 15 others for storage, with two sets of conveyors to reach every bin in the house. The corn crib attached has capacity for 5,000 bushels and has a hoppered bottom, which is not common, but which was no doubt suggested by the side-hill location as a fine way to handle the stuff to the sheller, which has 5,000 bushels' capacity. There are four dumps, one each for ear corn, shelled corn, oats and wheat, and a special set of conveyors for ear corn and one cup elevator for corn meal. There is also in the elevator a Barnard & Leas Mfg. Co.'s Wheat Cleaner, and also a corn cleaner located on the top floor. The hopper scales are located in the track side of the house under the loading bins.

The Lehan Grain Company operates here also a roller mill for grinding corn and making corn meal. The meal is all bolted, and is sold by retail to the local trade. The mill is located near the engine, to get direct power. The engine, which was built by the Frost Mfg. Co. of Galesburg, Ill., is 35-horse power capacity.

Corn consumers at Decatur, Ill., complain that white corn has been moving very slowly of late.

## THE WAR TAX SUSTAINED.

The decision of the Supreme Court of the United States upon the appeals in the cases of James Nicol, George R. Nichols and Edwin S. Skillen, involving three different forms of attack upon the validity of the war revenue law, handed down by Justice Peckham at Washington on April 3, created little interest on the Chicago Board of Trade, the decision having been anticipated by a "leak" from Washington, telegraphed by the Associated Press on March 20. The members of the board have been, of course, affixing the stamps required by law to all evidences of trades, so that the decision, which sustains the government in all particulars, involves no changes of practice whatever.

The objections made to the revenue law were fourfold, to wit: (1) That Congress could not compel a trader to make a memorandum of a trade; (2) that trades which were resold within a month were not proper subjects of taxation; (3) that agreements to sell at a future time were not trades in the proper sense of the word; and (4) that trades which were merely speculative were not sales within the meaning of the law.

The court decides that the tax is not a "direct" tax, but a duty or excise levied on the "privilege, opportunity or facility" for the transaction of business which is afforded by boards of trade. The tax, then, as was held by a lower court, is not a tax on sales, but one on the privilege of selling at a certain place, that is to say, at exchanges or boards of trade, the act itself limiting the tax on sales to sales at exchanges, etc., "the exceptional facilities offered at such place affording a just ground for classification for purposes of taxation by Congress of transactions there;" and it is not necessary that this opportunity should be created by the government. This position being conceded, it follows that the requirement of memoranda of sales is necessary in order to collect the tax and that the tax is uniform because it applies alike to all who enjoy the special privileges named; nor is a sale for future delivery in any wise different from one for immediate delivery. Nor does "the act assume in any manner to interfere with the laws of the state in relation to the contract of sale. That Congress might have adopted some other means for collecting the tax which would prove less troublesome or annoying to the taxpayer can surely be no reason for holding that the method set forth in the act renders the tax invalid. The means must be a question for Congress alone."

## SEED CORN.

The complaint is quite general in the middle states that the seed corn is very unreliable; that fully 10 per cent of it fails to germinate. Experts claim that "only corn that was planted early on well drained, naturally warm soil was fully matured before frost came," last fall.

As the coming planting season is likely to be quite late, and replanting impossible, unless more than usual care is taken with seed, only a partial stand of corn will be had; and that means but half a crop.

Elevator men would find it to their interest to assist their former patrons in procuring good seed, of which there is no doubt plenty somewhere in the country. In testing seed, however, one should endeavor to have the test conditions as nearly similar to those likely to be met with in the field as possible. For example, a writer in the Farm and Fireside says: "I find many farmers think seed corn is all right if it will sprout when placed in damp moss or cotton and kept in a warm place. This, however, is not a fair test—not the test it will undergo in the cold soil. Many a grain that will germinate in a hotbed or under the stove will rot if planted in the field."

Robert Findlay of Stirling, Kan., on March 28 bought of M. G. Lee & Co. of Davenport, Iowa, 200 tons of broom corn at $120 to $150 per ton. Most of the brush will go to Australia and Africa. The deal was the biggest recorded in Iowa on broom corn.

## CHANGES IN GRAIN FIRMS AT DES MOINES.

On March 23 M. McFarlin, lately manager of the McFarlin Grain Company of Des Moines, Iowa, sold his interests in that company to C. F. McCarty, the company's vice-president. Mr. McFarlin will be succeeded as secretary and manager by Mr. Lee Lockwood. The McFarlin Grain Company has been operating elevators and grain stations along the Des Moines, Northern and Western Division of the C., M. & St. P. road. The company will probably extend its business along the extensions of the Milwaukee system centering at Des Moines, handling grain through the new house to be built there and at the house at Madrid.

Meantime Mr. McFarlin and Mr. W. L. Shepard have purchased the business of the Des Moines Elevator Company operating houses and stations on the Ruthven Division of the C., R. I. & P. Ry., and the Keokuk & Western—five houses on the Rock Island and thirteen on the K. & W. The firm also secures the site of the old elevator of the Des Moines Elevator Company at Eighth and Market streets, Des Moines, reached by the tracks of four different roads. On this property the firm will build an elevator of 150,000 bushels' storage capacity. There will be unloading legs on each side of the building, and be thoroughly modern, and when the contract is let it will be to have it completed by July 15 next. It will accept business from all other grain lines operating in the city. McFarlin & Shepard expect to extend their strings of stations on both the roads named, especially on the Ruthven Division of the Rock Island.

## THE FARMERS' ELEVATOR AT DULUTH.

The Farmers' Alliance of Minnesota has started a movement to build a "farmers' elevator" at Duluth. It will not, however, be built nor operated, nominally at least, by that interesting collection of agriculturists. At the late meeting of the Alliance at Minneapolis the Grain Growers' Association was organized, which has devoted its energies to creating local associations of farmers for the purpose of erecting station elevators. The status of that movement has been well reported in the "Elevator and Grain News" and "Communicated" departments of this and the last previous issues of the "American Elevator and Grain Trade." The cap sheaf of the Alliance plan was to be a 2,000,000-bushel house at Duluth, which would put the farmers on an "independent footing" and cut them loose from the "bonds" of the commission houses and all other bold, bad men.

It appears, now, however, that neither the Alliance nor the Grain Growers' Association is to have its name tacked over the front door of the proposed elevator; but that it is to be operated by the "Farmers' Elevator Association," of which H. E. Boen of Fergus Falls is to be president; C. H. Hopkins of Fairfax, vice-president, and A. F. Borchert of Bird Island, secretary. This Association is to be composed of the interior elevators of the Grain Growers' Associations, which will be allowed to take stock at $25 per share to an amount not exceeding forty shares each. When the Association is organized, a directory of seven members will be elected.

In order to carry out the plans of the Alliance, one of the three associations named has caused a bill for a law to be offered in the Legislature, authorizing the state to lease a site owned by it at Duluth to the Association. The Association would like to have as a donation by the state the sum of $60,000 now in the treasury, once intended to be used to build a state elevator; but the bill of Mr. Oien providing for the lease does not make mention of that convenient cash nest-egg. The site was bought in 1893 and the $60,000 accumulated from fines paid in by the grain inspection department.

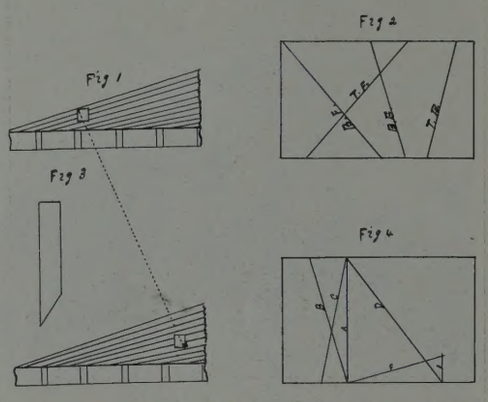
Just at present the project is waiting for the state to move in the matter of the lease, the bill authorizing which requires the Association to build a house on the site within three years, which shall have storage capacity of not less than 400,000 bushels. When all this happens, the promoters argue, "this league of farmers will help to drive out the men who have demanded margins, and the profits of dealers will be wiped out," and so on.

## HOW TO MAKE A DIAMOND SPOUT.

BY L. R VEATCH.

If there is any one thing on earth that catches the eye of a first-class millman or millwright, it is a neat diamond spout, where it rests on the machine or floor perfectly square and without any sign of clumsiness or of having been plugged. Now, it is no more difficult to make and fit a diamond spout than it is to fit a square one, it only looks that way to a man who does not understand the proper way to make one; but after fully understanding just how to go at it, one will really enjoy making and putting it up.

The rule I here present is to make all of the spout excepting the top, which is placed on after you have assured yourself that the spout fits. I am not much of an expert in explaining millwright work, but I trust that I may be able to make it plain enough so that it may be understood. The rule is not original by any means, as I learned it from a head millwright, Mr. J. W. Norgan, several years ago; but I find in traveling over the




country that there are but few millers (even though they are good workmen) who understand cutting a diamond spout, and I am quite sure I would never have known it had it not been for the kindness of Mr. Norgan. So I trust that it may come under the eye of some reader of the "American Elevator and Grain Trade" who will be benefited.

Fig. 1 represents the holes cut in floor, with string extending from one to the other, being held in place by tacks driven in each corner. The corners must be opposite each other, or, rather, must be either both in front or both in back corner. Figs. 2 and 3 represent a small board about five inches wide and one-half inch thick, beveled on one edge like Fig. 3, and should be about six or seven inches long. We dress this board very smoothly, place it square with the marks on floor or machine (for we never cut a spout hole until the spout is made and fitted, then mark inside the spout and you have your hole to a nicety), letting the beveled edge go up against the tack (which is driven up closely to hold string), bringing the board up gently against the line so as not to move it. Now we dot at lower edge and upper edge with a very sharp pencil, where the line strikes the board, taking the board down and marking clear across the board, and at the same time lettering each line as in Fig. 2. Always have the shortest bevel for the bottom of your spout.

The next thing to do after getting the top and bottom bevels is to get the length, which is best obtained, as we all know, with an extension stick or pole. It is not necessary now to leave the bench until we have the spout made and cut.

Fig. 4 represents the rule for finding how to get the bevel of the spout, A is a square line drawn on a board about the width of your spout (five and one-half inches), D represents B F in Fig. 2, which is the bottom filler (or bottom cut of filler), B represents the B B in Fig. 2, which is the bottom bottom (or bottom cut of bottom). There is one thing just here to bear in mind, and that is, when you are trying to find the bevel to make your spout by, always take the B B and B F, or T B and T F. Having made these lines as they are in Fig. 4, take the square and place it with line B, allowing the corner to come just even with the edge of board, or where B and A come together; then draw line F, letting it project over line D, then square from the point of line D to the point of line F, which line is marked E. With the compasses we find the distance between the point of line D and F on line E. We then place compasses as they are set, which marks the distance from line A to line C, line C being the line to set your bevel by to make spout by. After nailing the spout together, place your bevel to lines on Fig. 2; turn your spout with bottom up; mark B B; then find the length and mark T B, change your bevels to T F and B F, and you have your spout ready to cut. In boring screw holes always bore from the side opposite where screw is to be inserted.

## THE CORN RATE FIASCO.

The hearing in Chicago, March 13 and 14, by the Interstate Commerce Commission, of the Chicago Board of Trade's complaint of discrimination by the railroads in rates on export corn, was very nearly a fiasco; and while a decision has not been given as yet by the Commission, those interested do not expect any substantial relief, so far as Chicago and Illinois are concerned. Peoria shippers, however, think they have made out a case, and that the roads will give them relief independently of the decision of the Commission, whatever that may be.

The rate complained of was 16 cents Chicago to New York, and 13½ cents from Mississippi River points on corn originating west of the river. Against this rate, made by the roads February 1, the Chicago Board of Trade filed a protest, on the basis of the Illinois and Indiana complaint that in making a lower rate from the river than from Chicago the roads not only violated the "long and short haul" clause of the law but closed the export market to the corn growers and shippers of Illinois and Indiana.

This position was apparently axiomatic, especially when accompanied by Traffic Manager Hyland's statement; but when Chairman Knapp of the Commission asked for proofs of the statements made, there was an ominous pause. The witnesses were not on hand. The big men in corn were not present nor was the committee which had been appointed to prepare the case. The commission threatened to dismiss the case at once, but J. A. Grier of Peoria came to the rescue on behalf of that market, thus saving the case until Chicago's witnesses could be brought in.

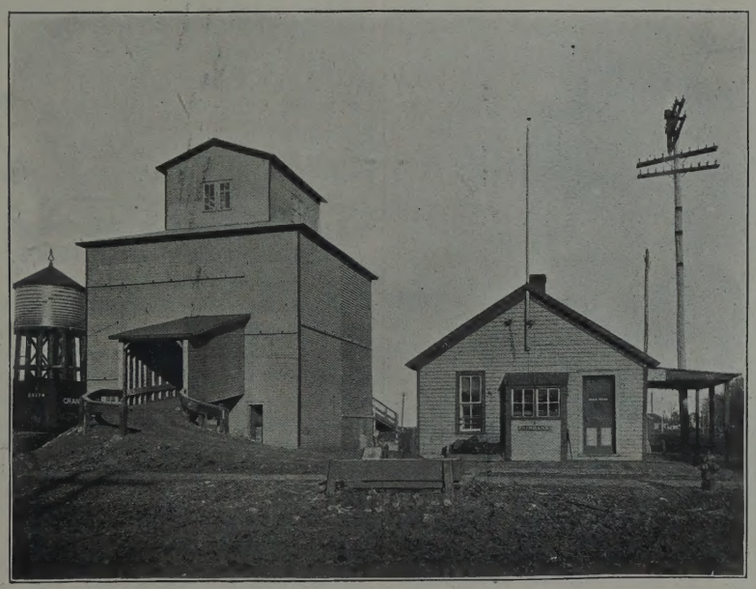
Peoria's representative testified that the discrimination against Illinois shippers, compared with those of Iowa, was at least 2½ cents per bushel, and that the rate had practically put a lock on 800,000 bushels of corn in Peoria elevators that could not be shipped out. Chicago's testimony was not so much to the point. Important witnesses were on hand on the second day, but it soon became apparent that they were buyers in Iowa and sent their corn eastward on the 13½-cent rate, which was entirely satisfactory to them. The fact that the rate barred Illinois corn from the export market except at lower prices to the producer seems to have cut no figure in the controversy. The Chicago witnesses were interested only in their side of the case, and at best had but little heart in it. It appeared that the original complaint had been filed by the Board of Trade chiefly because Peoria had asked it; so that what was the business of everybody in interior Illinois was no one's affair, and under the circumstances, the people in Illinois, who are really suffering by the discrimination, had no one to represent them. The case was

simply defaulted for want of preparation by the prosecution.

The railroads were defended by Traffic Manager G. J. Grammer of the Lake Shore road, who tried to make the Commission believe the discrimination was beneficial to Chicago shippers; that every car of export corn went East at the lower rate because every car was found to be loaded with grain originating at some point west of Chicago where the Mississippi River rate prevailed. He also suggested that the real reason for the complaint having been filed was that the roads were absolutely maintaining rates and that every shipper, big and little, was required to pay the same rate.

## AN ILLINOIS CORN-BELT ELEVATOR.

The elevator of C. A. Burks at Bement, Ill., shown in the illustration, takes the place of one on the same site burned in September last. Mr. Burks recently succeeded J. C. McCord at Bement, first in the lumber business, then in the grain business. The lumber business was later sold out by Mr. Burks, who bought a half interest in the



C. A. BURKS' ELEVATOR AT BEMENT, ILL.

Shellabarger elevator at Milmine, which was operated by Stockhouse & Burks. In February last Mr. Burks sold his interest in this house and bought the elevator of Suffern, Hunt & Co. at Pierson. Meantime the elevator at Bement, which he purchased from Mr. McCord, was burned.

The elevator of the illustration is 42 feet square and 32 feet high, with a cupola 22 feet square and 16 feet high. The foundation is of brick and stone, laid in cement mortar, and is 30 inches wide at the base, tapering to 12 inches. The sills are timbers 12 inches square. The studdings are 2x8's below and 2x6's above, but the bin bottoms, both flat and hoppered, rest on 3x12 inch joists. The plates are 6x8's and 6x6's, and girders 6x6-inch stuff. The walls are braced by ample iron tie rods. The building is covered with drop siding and has a tar and gravel roof.

The motive power is located in the basement, and consists of a gasoline engine, resting on a heavy brick foundation. The lower line shaft, friction clutch and boots of two elevators are also located here. There are two elevators, one for small grain, with 12-inch cups, and one for ear corn, with 16-inch cups. The ear corn elevator is spouted to all bins in the east half of the building, so that it can be used for small grain also. A drag chain feeds ear corn from the ear corn dump into the same elevator boot, and also shelled corn received from the portable sheller located outside the building.

The driveway runs through the center of the building, the entryway to which contains the hopper scale with indicator stand and device for operating the scale, also the slides opening bins, the elevator turnhead stand, friction clutch lever to operate clutch on lower line shaft, and the stairways to basement and also to top of bins.

In the cupola is located the cleaning machine delivering grain into the hopper scale, whence it is spouted to the car. There are also two friction clutches, one for the gear of each stand of elevators, and also the turnhead, which spouts grain to all bins of the building and also to the grain cleaner.

There are four hoppered bins, each 10x10x32 feet, spouted to the elevator for small grain; one bin 10x22x32 feet, with flat bottom, spouted to the larger, or ear corn, elevator; four bins, 10x10x16 feet, with flat bottoms, over the driveway, with stub-spout to the large dump for small grain. There is also one bin with flat bottom, 10x22x24 feet in size, and on the same side of the building is a retail room, 10x22x12 feet in size. Under the driveway (outside) is a dust room, and wholly outside the building is a crib for ear corn, 10x22x36 feet in size.

The plant is, therefore, as convenient as it is complete, and its owner is quite proud of it, as he has a right to be. Moreover, by liberal and honorable business methods he has built up a splendid patronage. Besides handling grain and seeds, Mr. Burks deals also in broom corn, baled hay, coal, salt, etc. His town is located on the Wabash, at the junction of the Chicago-St. Louis and main lines.

## THE TEXAS GRAIN DEALERS' MEETING.

The annual meeting of the Texas Grain Dealers' Association will be held on May 8, at Fort Worth. The only formal program announced is the hearing of reports in the following order: (1) Address of the President; (2) Reports of Secretary, (3) Treasurer, (4) Arbitration Committee, (5) Transportation Committee, (6) Insurance Committee; (7) Election of Officers; followed by general discussion of questions of interest to the Association and action thereon.

On May 9 the Association expects to leave Fort Worth on an excursion to the City of Mexico on a special train chartered for the party.

Oats in Boise, Idaho, sold in March at $1.20 per cental on the ranch, while the scarcity of corn made a market for Nebraska corn which was laid down there at $1.10 per cental.

## WORK OF THE SOUTHWESTERN IOWA ASSOCIATION.

[An address by Secretary G. A. Stibbens at the annual meeting of the Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri, held at Council Bluffs, March 22, 1899.]

I would not be honest with myself if I did not state that it is very gratifying to me to be elected to the office of secretary of the Grain Dealers' Union for the fourth time. In the future, as in the past, I will at all times work to the best of my ability for the interest of all our members. The road we have traveled for the past three years has been rough and bumpy, and not strewn with flowers. We owe our existence to-day to our staying qualities and to the support given us by our members.

Our future success depends entirely on how well you back up the efforts of your officers. We must have your financial help as well as your moral support. When any member makes up his mind that he is receiving no benefit from the Union because he is having no trouble, ask yourself the question, "Can I afford to be without the protection of the organization for the paltry sum of $12 per year?" We think you are reasonably well satisfied with what has been done, or you would not be here to-day. No doubt some of our members at times have become discouraged on account of the length of time it took to remove certain evils, and they probably came to the conclusion that the officers were not doing their duty, but had they been familiar with all the circumstances they would have said, "Well done, thou good and faithful servants."

Generally speaking, "scalpers" are a thing of the past, and commission firms and track buyers that are antagonizing us are an exception. All the trouble we are now having is caused by the dealers themselves. We have a few dealers who are not disposed to let anyone have a profit. Why this is, is very hard to understand. Every dealer should have a reasonable profit out of the grain he handles and he should be willing to let his competitor have it. When you see the other fellow getting the stuff, what does it profit you to set the price up on him? This usually is what causes all the trouble among the dealers. Some of you do not want to grant your competitor the same treatment that you exact of him. When you conclude to treat your neighbor as you would like to be treated, you will have no more trouble. There is no good reason why you should handle grain without a profit, as the farmers do not expect it; but as long as you will give them more than their grain is worth they are going to take it.

The dealers who attended the Creston meeting all expressed themselves in favor of 2 cents per bushel margin on corn and oats, but I know of quite a number who are not getting it, and the most of them are themselves to blame. We can nearly always fix up your troubles, but we cannot compel you to do business at a profit. However, we urge you when you go to your homes, go fully determined that you will from this time on buy grain on a reasonable margin, but do not get hoggish and take an unreasonable profit.

We owe a great deal of our success to our president, and I presume that very few of you realize the amount of work he has done for the Union. At all times he has been a tireless worker for your good, and has never hesitated to tackle any proposition that presented itself.

The railroad companies have learned that our interests are mutual, and regard us as helpful to their business in several ways. The Burlington officials have shown us many courtesies, and I can say in behalf of the Union that they are appreciated. If you have any grievance against the railroads, make it known to them in a business-like way, and I will guarantee that the officials will give it careful consideration. The Burlington officials for some time past have shown a disposition to aid us in every way they could. I speak of the Burlington because the larger number of our members are located on this road, and we have become better acquainted with them than with the other lines of

roads. We cannot afford to antagonize the railroads, neither can they afford to antagonize us, and it behooves us to get in touch with the different roads that run through the territory that we cover. We have demonstrated the fact that we did not organize to fight railroads, but on the other hand, we desire to work in harmony with them and assist each other in maintaining a healthy grain business. We believe with this statement on our part the railroads will make a special effort at all times to protect our interest.

This Union has not been able to eradicate all the evils of the grain trade in the past three years, but it has done a work that has been of great advantage to its members in a great many ways. It has been a terror to "scalpers" and parties bidding them. How many track buyers would stop "bidding" scalpers if there were no associations? How many commission firms would refuse the business of irregular dealers, if there were no organizations? Very few, I think. You must admit that our existence as an organization has been helpful to the trade. Would there have been any agitation in regard to short weights if the Western organizations had not taken up the matter? But few dealers realize the importance of keeping up this work. Let it die and we will all become a reckless crowd of "scalpers." Keep it up and our business will prosper, we will become more closely united and better friends.

Have you ever stopped to think what a friendship has been created among the dealers by attending the meetings? When we started out in this work I was not acquainted with over half a dozen dealers in our territory. At this time there are not to exceed a dozen dealers in this section that I am not personally acquainted with. A great many of you do not place importance enough on the matter of becoming acquainted with your competitors. If you did, more of you would attend our meetings. Of course, it is somewhat expensive for some of you to attend, but I believe you will find it money well spent. There is no better way in the world to get along with your neighbor than to win his confidence; after you have it, do not abuse it.

We desire to state that the five members outside of the president and secretary of the governing committee have never failed in their duties toward the Union, and have ever been ready and willing to lend a helping hand in adjusting differences. They deserve a great deal of credit for the work they have done. They have had a great many unpleasant duties to perform, which they have never shirked.

Dealers should remember that they constitute this organization, and the degree of success we attain depends largely on the moral support you give it. We will occasionally run up against hard propositions that will be difficult to handle; but do not get discouraged, as we will need your earnest support at such times in order to succeed.

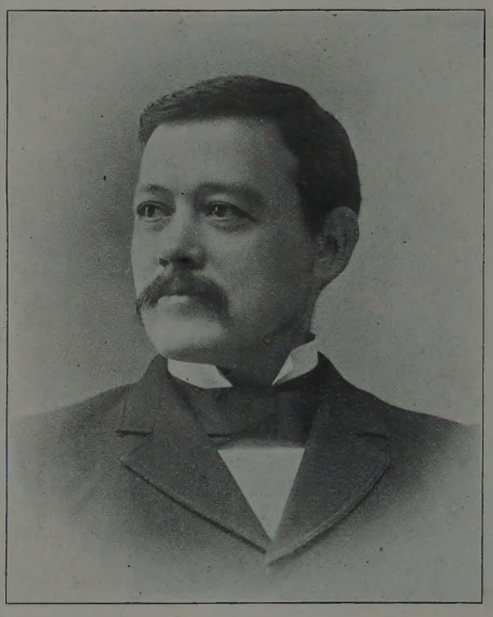
We might go on writing and reading this sort of literature for the next year, but unless we put it into practice it will become insignificant. We ought by all means to accomplish more in the next three years than we have in the past three, for we have had various kinds of experiences which should be of great value to us. Then let us profit by it and commence this year with renewed energy. The work will become easier as we progress and we will gradually become stronger. We are recognized as a permanent fixture, and we will not have the battles to fight that we have fought in the past. If you find any track men who are making use of cars for storage purposes and will report it to us, their storage facilities will soon cease to exist, for we have been assured by the railroad officials that they will strictly enforce the car service rules if called to their attention.

In conclusion, let me urge you to be consistent with your competitors in every way. If you have any grievance, report it at once, for we cannot do you any good unless we know what your trouble is. If you receive a letter from the secretary in regard to any difference, don't get hot under the collar and notify him to cancel your membership, but give the matter careful consideration and give him all the information in your possession. By so doing you will render an assistance that will be appreciated.

## GEORGE H. HUNTER.

One of the best known grain men in Southern Kansas is George H. Hunter, president of the Hunter Milling Company, one of the larger flour producers of the state, and also of the Hunter Elevator Company, perhaps the largest individual shipper of grain in Kansas. The plant of the company covers five acres and uses 3,200 feet of railway sidings to handle cars in and out. The two elevators of the Hunter Elevator Company have a combined storage capacity of about 90,000 bushels. The average grain business of the company has been about 6,000 cars per annum, but the handling capacity of the elevator is to be enlarged to a maximum of 60 cars daily.

As the head of these two companies, Mr. Hunter has shown great business capacity—shrewdness and good judgment, and firm grasp of detail, which have been of infinite advantage to the two enterprises. His business transactions have, of course, given him a wide acquaintance in grain and mill-



GEORGE H. HUNTER.

ing circles of the Southwest, among whom he is known not only as one of the solid men of the trade but as one of its broader men, who take a laudable and exemplary interest in trade matters of every sort. As a member of the Kansas Grain Dealers' Association, Mr. Hunter was, at the late annual meeting, made a member of the committee on resolutions, and later was elected to be one of the directors of the Association, one of the most honorable as well as responsible offices in the gift of that body.

## FEED POOL AT PITTSBURG.

There have been rumors of a pool by the grain, feed and hay dealers of Pittsburg for some weeks, but now it seems as if the project were really about to amount to something. During March a committee of 15, of which A. G. Roenigk is chairman, was appointed by the dealers to formulate a plan of organization which, on April 3, reported meeting with much encouragement. At that date sub-committees were appointed to look after the different features of the plan, to report to a meeting to be held later.

It was originally planned to admit only retail dealers in Pittsburg and Allegheny, but later all wholesale as well as retail dealers were taken in and the territory widened to take in all the Pittsburg district, that is, all Western Pennsylvania and Eastern Ohio.

## THE NORTHWESTERN GRAIN GROWERS.

The Interstate Grain Growers' convention, held at Fargo, N. D., March 21-23, was a very successful gathering, the attendance having been large, and the papers valuable. Prof. Shepperd, of the North Dakota Agricultural College, on the improvement of seed wheat, said the general law of variation affects the seed, which is not improved by importing it from other localities nor by crossing, but by selection. A portion of the farm should be devoted to seed growing; clean land should be chosen and then the seed should be cleaned and selected, only the heaviest seed being used.

President J. J. Hill of the Great Northern also was present, who told what he had found in the Red River Valley in 1870. He told the farmers, too, what they were doing to empty their own pockets by shipping dirty wheat and throwing away the screenings. He approved, also, the scheme of a national government inspection, and then he branched out into his favorite scheme of new ships for the Oriental trade and a government bounty on shipping.

The convention adopted a number of resolutions, including one urging Congress to give "fair and equitable encouragement of American shipping interests and the introduction of American foodstuffs into Asiatic markets;" also one requesting the suspension of the monthly publication of the government crop report as injurious to the farmers' interests, and the substitution of an annual publication at the end of the year giving a detailed account of the yields over the United States.

## KANSAS CITY NOW TRADING IN GRAIN FUTURES.

The Kansas City Board of Trade has adopted new governing rules authorizing trading in futures, and it is to be supposed that hereafter the dealers' hedges will be placed there instead of in Chicago. The first day's trading was on March 10; and from 11 to 2 o'clock the pit was crowded, the speculative business of the day amounting to about 2,000,000 bushels.

Although trading in futures has always been carried on nominally at Kansas City, the volume of such trading has in recent years been very small, the cash business of the market having overshadowed the speculative side. But the present strength and importance of Kansas City as a hard wheat exporting market has made future trading a necessity, by giving local handlers of hard wheat a chance to protect their deals in hard wheat by option trades in the same commodity instead of in the contract grades of wheat at Chicago.

The new system of trading will necessitate the bonding of local elevators in sums of $10,000 to $15,000, according to the size of the house, as a guaranty that the elevator declared regular will conform to Board regulations. The storage capacity of the city is about 6,000,000 bushels, and it is probable that the majority of the houses will become bonded. John Kelley is now building a house which will be bonded as soon as ready to receive grain, and the manager of the Union Pacific elevator has announced that that house will take steps at once to become "regular." The existing rules governing Kansas City elevators issuing warehouse certificates require that said certificates shall state the number of the bin in which the said grain is stored, the initial and number of the car from which the grain was unloaded into the house, and the grade, so that the identity of the grain may be established and its mixture with poorer grades prevented.

In order to facilitate settlements, the Board of Trade Clearing House Association was organized March 15, with a capital stock of $10,000, in $50 shares. Under the rules a clearing house manager will be elected and this Association will provide the funds to guarantee the payment of all obligations assumed by members in option dealings.

## THE NEW ELEVATOR AT MONTREAL.

The proposal of a syndicate of Cleveland and Buffalo capitalists, headed by Mr. W. J. Connors of Buffalo, to build an elevator in Montreal if certain concessions were granted, referred to here in the March number, has been rejected by the Harbor Commission of that city. There was no difference of opinion as to the need of more grain elevator and handling capacity in Montreal, but the bulk of opinion was against granting the privileges asked for to private individuals, aliens more particularly. The Corn Exchange as a commercial body placed itself on record as opposed to any agreement by the Harbor Commission with the syndicate, at least for the present, and is apparently in favor of a plan by which the Department of Railways and Canals shall furnish the port with the necessary elevator facilities and control the entire management of the port, the harbor properties and privileges being a trust.

Meantime Mr. John S. Metcalf, of John S. Metcalf & Co., engineers, Chicago, was called to Montreal for consultation. Mr. Metcalf's opinion was that Montreal should first find out just what is needed and then have the elevator engineer consult with the harbor engineers as to the possibilities and means for meeting those needs, as well as leave room for future enlargement and improvement.

Venturing a guess, as reported by a local newspaper, Mr. Metcalf suggested that two or three elevators might be needed in order to provide elevator legs enough to handle all the grain arriving in barges. The engineering problems, particularly with view of the unusual quantities of ice in the harbor, are also to be considered.

It is stated, as a result of this discussion, that Hon. Mr. Blair, Minister of Railways and Canals, has decided to build a million bushel elevator in the harbor, in connection with the Intercolonial Railway, and that he will apply for the necessary grant during the present session of Parliament. If this intention is carried out the work may be started this year, immediately after the site is chosen. The latter question is quite an important one, since the elevator should be so located within the harbor limits as to be accessible by the railroads as well as the river, which, of course, carries the bulk of the grain exported.

On April 4 the Montreal Harbor Commissioners received a communication from Wm. Scott, vice-president of the Prescott Elevator Company, making application for an elevator site in Montreal harbor upon which the company might erect an elevator of 1,500,000 bushels' capacity. The space required would be 450x200 feet. The letter said: "The Prescott Elevator Company had first in view the erection of a large elevator of two and a half or three million bushels' capacity, but on looking more closely into the question, are now of opinion that two elevators of one and a half million bushels each could be more economically operated and at the same time would be more advantageous to the trade. The location of the second elevator could be decided later on. In the meantime it would be advisable to make preparations for the construction of the first one at as early a date as possible, in order to have it ready for the opening of navigation in 1900."

A meeting was appointed by the commission with the Prescott delegation for April 7.

From Montreal Mr. Metcalf went to Quebec, where he spent March 17 and 18 with the directors of the Great Northern Railway on business in connection with the proposed elevator at Quebec to handle the Parry Sound traffic. This elevator will have 1,000,000 bushels' capacity and be located on a site between the Custom House and Point a Carcy. The site is such that the elevator may be constructed to load three vessels at once.

Another (second) elevator is to be built at St. John, N. B., plans for which have been prepared by J. A. Jamieson. It will have 500,000 bushels' capacity, and its conveyor will be about 1,800 feet long, running over streets, railways and housetops to the wharf. Bids for this elevator are advertised to be opened at the I. C. Ry. office at Moncton, N. B., on April 10.

## BENJ. P. HUTCHINSON DEAD.

The death of Benj. Peters Hutchinson, familiarly known to the grain and provision traders of ten years ago as "Old Hutch," occurred at the Lakeside Sanitarium, Lake Geneva, Wis., on Thursday, March 26. Mr. Hutchinson was a New Englander, his ancestry in America reaching back to colonial times. He was born at Reading, Mass., in 1829; received a sort of education, including the trade of shoemaker; and was engaged in the boot and shoe business until 1857, when he failed. Then he came West.

Having worked for two years in the packing house of John Plankinton at Milwaukee, he came to Chicago and engaged in the packing business. His firm, Burt, Hutchinson & Snow, was the first to locate in the present Union Stock Yards packing district. He is said to have been the first, also, to utilize the waste products of the packing house and convert them into commercial products. He was interested in the packing business until 1885. In 1870 he organized the Corn Exchange Bank, of which his son is now president, and became identified with Board of Trade operations, first by making loans to operators and later as himself a trader. He went into provisions first and made

BENJ. P. HUTCHINSON.

money in a conservative way; then he got into corn, where he made more of a stir. His first conspicuous influence was on the old "call board" conducted by "Charley" Stiles, in which market he was pretty nearly the "whole thing" from 1880 to 1885.

He was a bold and courageous trader, though operating apparently without any system, except to take a profit wherever and whenever it might be had; and in consequence he operated on either side of the market indifferently, changing from one to the other with all the facility of a vaudeville "lightning change artist."

His most famous deal was his wheat corner of September, 1888. This was a most skillfully managed operation. Wheat was not "short;" but Hutchinson got hold of options on about all the actual wheat that came to Chicago during the month, meantime buying heavily of the bears' contracts to deliver during that month, and placing buying orders in other markets to keep grain out of Chicago. The operators seemed to have had no idea of what was going on; for on August 1, 1888, the ruling price was 82¾, and the rise came so slowly and was treated with so much indifference that within four days of settling the price was under $1. Within the next four days, however, "Old Hutch" fixed his settling price at $2, and made an enormous fortune by the deal; and this after throwing away much possible profit by making sales of wheat to his friends and weak houses to save them from ruin; for he was magnanimous to the weaker ones, although he exacted his "pound of flesh" from all those who could stand it.

This deal was his apogee. His "luck" changed; and in 1891 he failed, owing not less than $2,000,000, perhaps more. Then he retired from the board, and refusing the assistance of his sons and his friends, set about making a living in a modest way; selling cigars, then groceries, then keeping a restaurant. He made but little headway, and finally he dropped out of the public eye.

In grain Mr. Hutchinson was always a speculator only; the merchandising of the grain was no part of his program. He was, therefore, in a certain sense, of the lesser rank of the Board of Trade's great men; but the traditions of the Board are all creditable to him, and testify alike to his ability as a speculator, his personal honesty, and to his generous impulses.

[It being impossible to procure a photograph of Mr. Hutchinson, we have reproduced the best likeness we could find in the current daily press.]

## IMPORTANT NEW ELEVATORS.

The Churchill-White Grain Company of Chicago will spend $25,000 in erecting a transfer elevator at South Bend. Ind. It will have a storage capacity of 500,000 bushels and handling capacity of 50 cars per day of ten hours. The plans provide for enlargement, if need be, by means of tank additions. The site is adjoining the tracks of the Three-I or Outer Belt Line.

McFarlin & Shephard, a new grain firm at Des Moines, Iowa, will build a 150,000-bushel elevator at Des Moines, the plans for which have been made by the Macdonald Engineering Company of Chicago. It will be a thoroughly modern transfer and cleaning house, and will stand on lands adjoining railway tracks, giving it connection with all roads entering Des Moines.

The Galveston Wharf Company on March 14 closed a contract with James Stewart & Co. of St. Louis for the enlargement of Elevator A from 1,000,0000 to 1,650,000 bushels' capacity, the new addition to be completed in time for next season's business. This will increase the elevator capacity of Galveston to 2,850,000 bushels.

## CANTON GRAIN MEN.

The Canton Produce Exchange is a new organization perfected by the grain dealers of Canton, Ohio. The purpose is to establish uniform prices for the purchase and sale of grain and flour in that city. A local reporter quotes Hiram Schaub, flour and feed merchant, as sayng: "It is not a combination or anything of the sort. We propose to pay just as much for grain as is paid in Akron, and will give inducements to the farmers to sell all their grain here. This will be of greater benefit to local merchants, and, we think, solves the problem which has been agitated for a long time. Committees have been appointed on grains and values and also on purchasing. Flour and feed will be sold at uniform prices as regulated by the committee. While we protect ourselves we believe that the community will also be benefited."

There are eleven feed stores in Canton, all of whom are members of the Exchange, as are also all the flouring mills. E. P. Clay is president of the Exchange and Harry Knoblock secretary. Weekly meetings are held on Thursday evening.

The Grain Palace Association at Aberdeen, S. D., has elected officers for 1899, and has already begun tentative preparations for the annual exposition next fall.

A number of demurrage suits are expected at Buffalo, N. Y., growing out of the grain blockade in that port last fall. At least six vessels will sue to recover damages, through having lost one or more trips because of the delays.

The new Canadian tariff having put binder twine on the free list, Secretary Gage has issued an order for the free admission of binder twine into the United States from Canada. The present tariff law imposes a duty on the twine only when imported from countries which make the article dutiable.

## GRAIN DRYING IN BUFFALO.

The Health Commissioner of Buffalo, N. Y., proposes by ordinance to compel the grain drying establishments in that city to use such appliances as may be necessary to prevent offensive odors The ordinance, which fixes a fine of $250 for each offense by the dryer of emitting odors to the "annoyance and discomfort" of the neighborhood, had a hearing on March 31. Some South Buffalonians said the stench coming from a certain grain dryer was so great that several cases of death had resulted therefrom, and Dr. Wende, the commissioner, declared the smell of drying wet grain was unhealthy.

The grain men denied the allegations, and pointed to the men who worked in the drying houses as quite as healthy as the average of men. It was also shown that the fine proposed would simply kill the business; that attempts hitherto made to deodorize the steam arising from the drying grain had scorched the grain. Dr. Wende had proposed to the operators that they use a deodorizer containing chlorine, which he said would "bleach and improve the grain."

As the dryers are a necessity of so great a grain transfer market as Buffalo, the council committee, backed by the newspapers, seems disposed to "go slow," and further consideration of the ordinance will be had by the committee before it is reported to the City Council, if it gets there at all.

## SOUTHERN GRAIN ASSOCIATION.

The new Southern Grain Association, of which Alfred Brandeis of Louisville is secretary, which has been in operation for about a month, is now working smoothly, and dealers, both in the North and in the South, are well pleased with it and the new dealing rules.

The local association at Cincinnati, of members of the Southern Association, at a meeting on March 15, while unanimously indorsing the work of the Southern Grain Association, at the same time proposed some slight changes in the rules, the most important of which was with reference to the certificates of inspection and weight. The general rules provide that drafts for grain shipped shall be accompanied by certificates of "official" weight and inspection. This, the Cincinnati men thought, would be a source of much inconvenience to them, and the change recommended is that the word "Cincinnati" be substituted for "official" when referring to Cincinnati shipments. This change was referred to the secretary at Louisville.

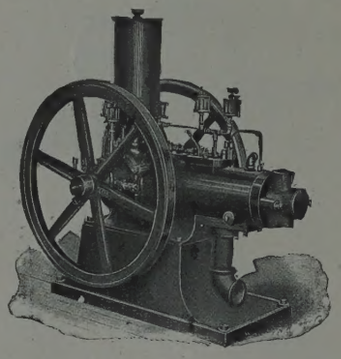
The membership of the new association at April 1 was as follows:

Atchison, Kan., Greenleaf-Baker Grain Co., S. R. Washer Grain Co.; Cairo, Ill., H. L. Halliday Milling Co.; Chicago, Bartlett, Frazier & Co., Merrill & Lyons, Rosenbaum Bros., and others; Cincinnati, Bartlett Commission Co., Early & Daniel, J. W. Fisher & Co., Gale Bros., Henry Heile & Sons, Knaul & Holt, The Union Grain & Hay Co., Van Leunen & Co., B. W. Wasson & Co.; Evansville, Ind., Bartlett, Kuhn & Co., E. L. Ploughman & Co., W. H. Small & Co.; Henderson, Ky., Heilman Milling Co., Henderson Elevator Co., A. Waller & Co.; Leavenworth, Kan., Denton Bros.; Louisville, Ky., A. Brandeis & Son, Bullitt & Co., Callahan & Sons, Strater Brothers, H. Verhoeff & Co., S. Zorn & Co.; Sheldon, Ill., L. T. Hutchins & Co.; Memphis, Tenn., E. C. Buchanan & Co., Cannon & Yates, T. B. Jones & Co., Edward Moon & Co., Hugh Pettit & Co., R. S. Taylor Grain Co., Shanks, Phillips & Co., John K. Speed & Co., Webb & Maury, Wisner & Co.; Nashville, Tenn., Neil & Shofner, C. D. Smith & Co., J. H. Wilkes & Co.; New Albany, Ind., McDonald & Co.; Peoria, Ill., S. C. Bartlett & Co., Tyng, Hall & Co.; St. Louis, Mo., Bartlett Commission Co., Connor Bros. & Co., Ferguson Grain Co., Gratiot Street Warehouse Co., Grimm & Co., John E. Hall Commission Co., W. B. Harrison & Co., McReynolds & Co., Woodson-Young Grain Co., P. P. Williams Grain Co., Young & Morris Co.; Shelbyville, Ind., Wm. Nading. The Kansas City grain merchants are not allowed, under the rules of their Board of Trade, to join any outside grain organizations, but the Kansas City merchants mentioned below have passed similar resolutions: Geo. A. Adams Grain Co., Bates Elevator Co., Brodnax & McLiney, Chalfant-Burroughs Grain Co., Davis & Co., F. A. Farmer Commission Co., Fowler Commission Co., John I. Glover, Harroun Bros., Inland Grain Co., International Grain Co., Johnson-Brinkman Commission Co., Kansas City Grain & Seed Co., Montgomery Grain Co., Martin Milling Co., John Sellon & Co., Southern Grain Co., B. F. Tyler, Woodson-Young Grain Co.

## THE MIETZ & WEISS KEROSENE ENGINE.

The use of the gas engine is possible only where a regular supply of gas, natural or artificial, is available, while many users of power have objections to gasoline. Both of these classes of consumers of power will be interested in the Mietz & Weiss Kerosene Engine, manufactured by Mietz & Weiss of New York City, in which common kerosene oil is the only fuel used, making the engine available wherever the "lamp of civilization" burns, at a cost of less than one cent per horse power per hour, with kerosene at seven cents a gallon.

The engine is a model of simplicity, the impulse to the crank shaft being given in the most direct way with the simplest mechanism. There are no cams, valves or side shafts, the ports being so



formed in the cylinder as to be opened and closed by the movement of the piston. The cylinder thus controls the admission of the air and the time of the exhaust of the products of combustion. The requisite amount of oil is forced into the cylinder by a small pump placed on top of it, actuated through suitable connection with the crank shaft and controlled by a governor which is simple in design and effective in operation.

The construction insures rigidity, while all bearings are made of phosphor-bronze and have large wearing surfaces; the lubrication is automatic, the oil being forced by pressure to the parts needing it as long as the engine is in operation; and the method of combustion and feed the fuel prevents any disagreeable odors. The ignition of the fuel is automatic, being effected by compression, no flame, electric battery or tube ignitor being used after the engine is started.

It is so simple in every way that no engineer or expert is needed to operate or regulate it; it runs regularly, controlled by a simple governor; and altogether the engine impresses one as the ideal small power engine. Catalogues, prices and terms may be obtained from the manufacturers at 128-132 Mott street, New York.

The building of mills for making samp in South Africa is said to have had a depressing influence on American imports of corn foods by that country.

During March last the grain, hay and feed receipts at Grand Rapids reached 513 carloads, being the third time only in ten years when the total of 500 cars was exceeded. In February, 1892, 575 cars were received, and in March, 1895, 538 carloads. The March receipts included 235 cars of wheat, 105 of corn, 47 of oats, 53 of hay, 9 of flour, etc.

## THE IOWA-MISSOURI ASSOCIATION.

The annual meeting of the Grain Dealers' Union of Southeastern Iowa and Northeastern Missouri was held at Council Bluffs, Iowa, on Wednesday, March 22. Among those registered at the Grand Hotel during the day, that hotel being headquarters, were the following: J. V. F. Babcock, Ida Grove, Iowa; J. F. Cook, Skidmore, Mo.; H. F. Ketchum, St. Louis; James Odell, Farragut, Iowa; J. R. Harris, Northboro, Iowa; H. J. Scott, Northboro, Iowa; James A. Carden, Winfield, Iowa; W. W. Ellis, Villisca, Iowa; G. A. Stibbens, Coburg, Iowa; W. Ferguson, St. Louis; H. Charters, St. Louis; C. M. Boynton, Creston, Iowa; E. Reichard, Cumberland, Iowa; J. W. Shambaugh, Clarinda, Iowa; G. W. Judd, Sidney, Ia.; W. C. Sievers, Walnut, Iowa; E. Picker, St. Louis; T. J. Young, Macedonia, Iowa; H. A. Vanschoiack, Elliott, Iowa; M. L. Thompson, Earlham, Iowa; Harry Hunter, representing Daniel P. Byrne & Co. of St. Louis; S. H. Conant, Omaha; G. H. Currier, Prescott, Iowa; Ed. F. Rose, Coin, Iowa; J. T. Christian, Rockport, Mo.; James Gault, Creston, Iowa; William Cool, Cumberland, Iowa; G. M. Gwynne, Essex, Iowa; D. Hunter, Hamburg, Iowa; J. S. Wright, Braddyville, Iowa; S. T. Rhodes, Randolph, Iowa; W. H. Chambers, Omaha; F. M. Campbell, Randolph, Iowa; C. H. Harris, Bartlett, Iowa; J. L. Wright, St. Louis; O. T. Hulbard, Burlington; D. N. Dunlap, Fontanelle, Iowa; W. F. Johnston, Fontanelle, Iowa; J. W. Sexton, Bridgewater, Iowa; T. A. Kyle, Shenandoah, Iowa; G. A. Pierson, Orient, Iowa; C. F. Davis, Pacific Junction, Iowa; J. H. Gynne, Yorktown, Iowa; E. C. Kayton, Strahan, Iowa; James C. McKee, Blanchard, Iowa; J. R. Graham, Iowa; Geo. Van Buskerk, Shenandoah, Iowa; J. F. Cook, Skidmore, Mo.; J. M. Wright, Fairmont, Neb.; J. L. Gynee, Imogene, Iowa; M. Hennesey, Orient, Iowa; J. T. McCormick, Stanton, Iowa; W. McMahill, Shenandoah, Iowa; Wm. Daugherty, Hawthorne, Iowa; W. Reggs, Kent, Iowa; H. F. Hackett, Fairfield, Mo.; J. Auracher, Shenandoah, Ia.; R. J. Edmonds, Hawthorne, Iowa; J. R. Giles, Lennox, Iowa; O. T. Hulbard, Osceola, Iowa; H. B. Stewart, Chariton, Iowa; J. B. Samuels, Riverton, Iowa; E. W. Sheldon, Percival, Iowa; H. A. Noble, Watson, Mo.; J. W. Sexton, Bridgewater, Iowa; E. L. McClarkin, Morning Sun, Iowa; A. H. Bewsher, Omaha; W. O. Pratt, representing J. Thompson & Sons Mfg. Co., Beloit, Wis.; Floyd J. Campbell, Omaha, representative of the Ware Commission Company of Chicago.

The first question presented was whether the Union would as a body join the Grain Dealers' National Association, a plea for which action was put in by the secretary of that body. He was supported by President Hunter, Secretary Bewsher of the Nebraska Association and a number of unofficial members of the Association, who felt that the National Association might be able to help the weaker associations, particularly in bringing about some needed reforms. In the course of the debate the following letter from N. S. Beale of Tama, Iowa, of the National Association, was read:

"The report of the committee appointed to investigate the shortages in grain shipments at terminal markets showed such remarkable ignoring of the interests of the country grain shippers by railroads and terminal elevators that the Board of Directors decided to appoint a committee to consider the advisability of establishing Check Weight Bureaus in the different grain centers, for the purpose of ferreting out causes of shortages, overcoming same where possible, and to check the weights of shipments made by regular grain dealers.

"If the Association establishes such Check Weight Bureaus, will you pay the Association 15 cents per car for each car the Check Weight Bureau looks after in any market to which you may ship? If practical, the Association will establish Check Weight Bureaus in all grain centers except Kansas City, where a Check Weight Bureau has been established by the Kansas Grain Dealers' Association and has proved a great success. The complaints of shortages filed with the secretary during recent

months have been so much less than heretofore that the Association has hesitated to establish a bureau without first conferring with all shippers upon whom it must depend for the support of the bureaus. The investigations of our committee show that there is great need of improvement in weighing facilities and the care of grain at terminals. The absence of complaints may be due to neglect; the country shippers and their inferior weighing facilities may have failed to detect their losses of grain."

After a free debate, the motion of W. C. Sievers of Walnut, Iowa, that the Union should affiliate with the National Association, was voted down, the members voting "no" feeling that such affiliation would disastrously affect the work of the local, or state, associations. A number of those present, however, agreed to go into the National Association as individuals.

The subject of local, or district, associations, such as Secretaries Bewsher of Nebraska and Smiley of Kansas have organized with signal success and advantage to their general state associations, was presented by W. H. Chambers in connection with the matter of organizing the trade on the line of the Rock Island Route in Iowa, and on motion of J. R. Giles of Lennox, the president and secretary were authorized to call meetings at central points on that road in Western Iowa in order to get the Union started in that new territory.

At the evening session the treasurer's report was read, showing receipts of $833.33, with a balance cash on hand of $23.25.

A motion by C. H. Harris of Bartlett, Iowa, to request the commission men in the future to send out their quotations in cipher was lost. It is claimed by some of the dealers that when these quotations are sent out on postal cards in plain figures, they often reach other parties sooner than they do the dealer. By them this is held to be a detriment to the accomplishment of the chief end of the organization—the preservation of margins. Other dealers declared that the newspaper-reading farmers of Iowa were not dependent on such sources for the market quotations, and that the proposed cipher system would avail nothing. It was also declared to be impracticable and productive of many errors.

The annual election of officers resulted in the selection of the following gentlemen without contest:

President, D. Hunter, Hamburg, Iowa.

Vice-President, H. A. Vanschoiack, Elliott, Iowa.

Secretary, G. A. Stibbens, Coburg, Iowa.

Treasurer, J. B. Samuels, Riverton, Iowa.

Governing Committee, F. M. Campbell, Randolph, Iowa; Ed F. Rose, Coin, Iowa; J. R. Harris, Northboro, Ia.; G. H. Carter, Prescott, Iowa; J. L. Gwynn, Imogene, Iowa.

Creston was selected as the place for holding the next meeting.

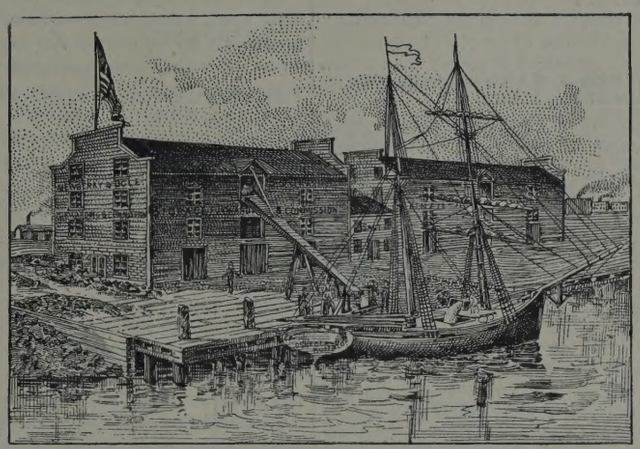
The formal business having been completed, Mr. Babcock of Ida Grove addressed the meeting on the subject of mutual fire insurance, explaining the very successful methods and the history of the Grain Shippers' Mutual Fire Insurance Company, of which he is secretary, and for which he is now soliciting the business of the trade.

The action of the Kansas City Board of Trade in calling its members out of the grain dealers' associations was also discussed quite freely, but, of course, there was nothing to be done in the matter.

The meeting was one of the most successful ever held by the Union and shows that body to be in a most healthy condition and "chock full" of legitimate aggressiveness in defense of the interests of the grain dealers in its field of operations.

## CHICAGO'S FIRST GRAIN CARGO.

Our illustration purports to be a reproduction of an old Chicago picture of the loading of the first grain cargo exported from this city. It appeared without accompanying historical comment in a recent number of the Philadelphia Saturday Evening Post. The scene is typical enough, perhaps—Chicago River was low in bank in those ancient days and was considerably more a limpid and liquid stream then than now—but for all that we rather question the strict historical accuracy of the scene, since the name of Newberry & Dole does not appear on the records as shippers for some years after the "first cargoes" were shipped, as noted below.



FIRST SHIP LOAD OF GRAIN LEAVING CHICAGO.

The first cargo of wheat mentioned in the records of Chicago was referred to in a memorial to Congress, prepared in 1841 by Thos. Hoyne, then city clerk, praying for a resumption of work on Chicago harbor. It consisted of 37 bags, or 78 bushels, of wheat, being the total wheat shipments by Chicago for the year 1838. In the memorial mentioned Mr. Hoyne said that from 1836 to 1841 there were shipped from Chicago 282,000 bushels of wheat, 50,000 barrels of pork, and flour, furs, etc., to make up a total of $960,346, but another record (E. Colbert, in his pamphlet of 1868 on Chicago) says that only 53,756 bushels (estimated) were exported. In 1842, however, Mr. Colbert says, the shipments were 586,907 bushels, the exports increasing annually up to 1848, when they reached 2,160,800 bushels, and then declined rapidly to only 477,660 bushels in 1851. The first record of corn shipments was in 1847, 67,215 bushels, but no record of corn receipts was kept until 1852, when they reached 2,991,011 bushels. Corn in 1852 sold "as low as 26 cents," Colbert says, while wheat the same year—without a Leiter—sold down to 31 cents.

Returning to our first wheat cargo on record, Colbert says it was shipped in the Great Western by Charles Walker & Co., who next year shipped 43 695 bushels of wheat, while Giles, Williams & Co., in October of the same year, also exported 1,678 bushels of wheat on the Osceola. During the years 1840 and 1841 the names of W. W. Saltonstall, W. L. Whiting, H. Norton & Co. appear as the larger shippers, while smaller exports were made by B. W. Raymond, G. W. Merrill, Crawford & Harvey, Bristol & Porter, H. O. Stone (seeds) and Smith & Webster.

The Board of Trade was first suggested in 1848 by Thos. Richmond, owner of one of the few small elevators, and W. L. Whiting, a grain broker. On their urgence, as the members of a Thirteen Club may be interested in knowing, the first meeting of those interested in a Board of Trade for Chicago was held on March 13, 1848, and was attended by representatives of thirteen firms. They adopted a constitution and by-laws and rented a room for business on South Water Street at $110 a year. Geo. Smith was elected the first president, but as he refused to serve, Thos. Dyer was elected in his stead, with Chas. Walker and John P. Chapin as first and second vice-presidents respectively. This was the year the Illinois and Michigan Canal was opened and the first regular inspectors of grain and produce were then appointed. The Board was formally organized as a legal body in 1850, and as the "Board of Trade of the City of Chicago" began business on "All Fools' Day," 1850, with Chas. Walker as president; J. P. Chapin, vice-president; Thos. Hale, treasurer, and John C. Dodge as secretary.

## THE BUFFALO POOL.

After many weeks of negotiation the Buffalo Elevator Pool was reorganized on April 4. The new pool includes the twenty-one elevators having railway connections, as follows, the figures opposite the names of the elevators being their capacities in bushels:

| | |
|---|---|
| City A and B | 1,500,000 |
| Erie | 720,000 |
| Great Northern | 3,000,000 |
| Export | 1,000,000 |
| Connecting Terminal | 950,000 |
| Niagara, A and B | 2,000,000 |
| Electric | 1,000,000 |
| Marine | 650,000 |
| Coatsworth | 650,000 |
| Kellogg | 600,000 |
| Eastern | 1,500,000 |
| Dakota | 850,000 |
| Frontier | 650,000 |
| Wells | 520,000 |
| Bennett | 800,000 |
| Ontario | 450,000 |
| Exchange | 500,000 |
| Evans | 400,000 |
| Wilkeson | 400,000 |
| Wheeler | 300,000 |
| Union | 150,000 |

The total capacity is 18,590,000 bushels. The railroad last year carried eastward 222,000,000 bushels of grain, while the canal carried only 24,000,000.

There are four elevators, the Wells, Bennett, Wheeler and Ontario, which have refused to go into the pool. These are known as the canal houses, and are favorably situated on the water front to hold their share of the business.

The officers of the new association are: Geo. F. Sowerby, manager of the Niagara Company, president; Edward Mechoels, vice-president; P. G. Cook of the Western Elevating Association, secretary-treasurer.

The elevator charge fixed by the pool will be ½ cent per bushel, including loading into cars. Under the new arrangement the boats arriving will be sent to any elevator in the combination for immediate unloading, thus avoiding the delays so much complained of by the lake boats last fall and winter.

After July next, or when the new crop year begins, the Chicago Board of Trade's estimate of "visible" will take in stocks at Fort William, New Orleans and Galveston, and drop those at Albany, Oswego and Cincinnati.

The total stock of grain in store at Montreal on April 1, 1899, was only 566,897 bushels, against 1,484,435 bushels a year ago. Of this total (1899) there were 450,856 bushels of oats, 38,232 bushels of peas, 33,167 bushels of buckwheat, 18,931 bushels of wheat, 17,590 bushels of corn, 5,506 bushels of barley and 2,595 bushels of rye.

Corn exports from New Orleans are expected to decline for the current crop year, owing, as W. J. Orthwein of St. Louis said at New Orleans, to "the bad condition of the corn crop in Illinois. The grain is not entirely bad, but much of it is in a condition that makes it questionable, and therefore many dealers will not touch it."

## THE EX-MILLIONAIRE.

Aurelian Flagg of the Board of Trade
Discovered a scheme whereby
A million or more could be handily made
Through a speculation in rye;
So he laid his plans and he blundered in,
He staked his all to lose or win,
As others had done before;
Lo! the market turned as he said it would,
And there, with a swelling chest, he stood,
Worth a million dollars or more!

Aurelian Flagg of the Board of Trade,
Who had speculated in rye,
Put on some frills of the highest grade
And exploited a capital I;
It was not to luck that success was due,
But a wise foresight had carried him through
And made him a millionaire.
You had the chance, I had it, too,
But we didn't know the things he knew,
So we stood aloof and we didn't dare.

Aurelian Flagg of the Board of Trade
Took a second flyer in rye,
And dropped the million that he had made—
Would you know the reason why?
Things didn't turn out as he thought they would,
Just why he never quite understood—
Ill luck had entered the deal somewhere.
When you win you have wisdom, genius, pluck;
When you lose your loss is due to bad luck,
As it chanced with the ex-millionaire.

S. E. KISER.

# COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

### OPPOSED TO MIXING HOUSES.

*Editor American Elevator and Grain Trade:*—I am opposed to the mixing houses, and don't think they are of any benefit to the farmers or the grain trade.

Yours truly, OTIS SMITHERMAN.
Milton, Ill.

### A BENEFIT TO FARMERS.

*Editor American Elevator and Grain Trade:*—I judge, on the whole, that the mixing, cleaning and improving of low grades of grain in elevators is a benefit to farmers.

Yours truly, R. M. ALLEN.
Ames, Neb.

### HONEST INSPECTION A FACTOR.

*Editor American Elevator and Grain Trade:*—As to whether mixing houses are a benefit to the farmer and the grain trade of the country, will say that with honest inspection we think they would be a benefit.

Yours truly, J. H. TAGGART & SON.
Wenona, Ill.

### MIXING HOUSES BENEFIT THE TRADE.

*Editor American Elevator and Grain Trade:*—In my opinion mixing houses are a great benefit to the farmer and grain trade of the country in general, as they enable the shippers to receive much better prices for off grade grain than they would otherwise receive.

Yours truly, N. B. UPDIKE.
Omaha, Neb.

### HOW HE WAS CONVINCED.

*Editor American Elevator and Grain Trade:*—In my judgment mixing houses are a benefit to the farmers and the grain trade. Let any farmer who thinks otherwise try a few cars of low grade grain on some market where there are no mixing houses. There are other reasons, but this one convinced me.

Yours respectfully, O. H. SCHENCK.
Pawnee City, Neb.

### MIXING HOUSES A BENEFIT.

*Editor American Elevator and Grain Trade:*—In our opinion mixing houses are a benefit to both the farmer and the grain trade, as the farmer is thereby enabled to get a fair price for his wheat when it grades "rejected," or No. 4, instead of having to use it to feed to his stock.

When his wheat grades No. 1 or No. 2 he will get top price for it anyway. The mixer derives his benefit when he mixes the good wheat with the lower grade, which he has bought for a proportionally lower price.

Yours truly,
THE TEXAS GRAIN CO.,
By A. J. Hunt, Secretary.
Arkansas City, Kan.

### CLEANING HOUSES ARE INDISPENSABLE.

*Editor American Elevator and Grain Trade:*—We consider that cleaning houses are indispensable. All grain out of condition must be placed in a marketable condition at some time, and believe that farmers are equally benefited with the grain trade by having such mixing or cleaning houses. We consider legislation against them simply absurd.

Yours truly,
SPENCER GRAIN COMPANY.
R. TROENDLE, President.
Spencer, Iowa.

### MIXING HOUSES ARE AN ADVANTAGE.

*Editor American Elevator and Grain Trade:*—There is a demand for the product of the mixing houses or they would not exist. If they did not pay as much or more for the grain they buy than anyone else pays, they would not get it. I don't see where they could be of any disadvantage to the farmer or dealer, while in a great many cases they are quite an advantage.

Yours truly, E. E. SCHOCK.
Parnell, Mo.

### MIXING PROVIDES A MARKET FOR OFF-GRADE GRAIN.

*Editor American Elevator and Grain Trade:*—As I seldom ship any grain to an accumulative market, I have never given the subject of mixing houses any thought, but at first sight cannot see where they would be any detriment to either the farmer or grain dealer, as it seems to me they provide a market for off-grade stuff, and the grade grain would sell on its own merits.

Yours truly, A. W. TREAT.
Gays, Ill.

### MIXING IS A FRAUD.

*Editor American Elevator and Grain Trade:*—In our humble opinion mixing is a great fraud and deterimental to all but the mixer. Grading grain is all right but to mix stack-burnt, shriveled wheat with good wheat is ridiculous.

The "short grass country" is booming again, and with the untiring efforts of the Great Plains Irrigation Co. this will be a paradise indeed.

Very truly, TAYLOR & TRINDER.
Syracuse, Kansas.

### NO CAUSE FOR BUILDING.

*Editor American Elevator and Grain Trade:*—We have heard nothing of a movement to establish a line of farmers' elevators. We don't think the farmers have any grievance that would warrant them in doing this. If they don't like the market here, they are at liberty to ship the grain, there being plenty of bin room.

Wheat was thrashed damp here last fall and most of it was sprouted in shock. The farmers have received a better grading at local market than was had by the shippers at Duluth or Minneapolis.

Yours truly, TANTON & TODD.
Lakota, N. D.

### FARMERS BUILD ELEVATORS TO PROTECT THEIR INTERESTS.

*Editor American Elevator and Grain Trade:*—There is not even a rumor of farmers building elevators in this part of the country. We have one elevator in our town built and operated by farmers, and three elevators built and operated by private grain buyers, one of which is owned and operated by myself.

The farmers' elevator gets one bushel where one hundred bushels go to our other houses, and it is rumored that the farmers are anxious to sell out for the reason that they are not willing to hire a man to run it for them, because it don't pay them under the conditions of grain buying here.

Had grain been bought and handled on the start as it is now, the farmers never would have contemplated building their own house, as they are willing to allow 2 cents margin to the grain buyer, which is a reasonable margin for carrying on the business.

Yours truly, JOHN SEETHOFF.
New Salem, N. D.

### RAISE PRICES OF LOW GRADE.

*Editor American Elevator and Grain Trade:*—As to the usefulness of mixing houses, will say I believe them to be of great benefit to the producer and country grain buyer because they consume so much low grade grain that would otherwise bring hardly any price at all.

I have known "hailed out" wheat to fetch within 15 cents of No. 1 through the agency of mixing houses, whereas, without mixing it would not have brought enough to pay the freight. Whenever the crops are poor, I think their presence on the market helps the price of low grade grain from 3 to 10 cents per bushel.

Respectfully, MARK M. TISDALE.
Slayton, Minn.

### FAVORS MIXING HOUSES.

*Editor American Elevator and Grain Trade:*—We are very much in favor of the mixing houses at terminals, first, because country elevators get a more even price for their grain.

Second, It means at least 5 cents a bushel more to the farmer for his wheat.

There are other reasons, but the above are the main ones, which we think have been demonstrated practically by us during our experience of the last 10 or 12 years, more particularly the last 6 or 7 years, since the mixing houses have been established on a large scale.

The grain trade, and also the farmers, will support the mixing house people if they are really cognizant of their best interests.

Yours respectfully, WILSON BROS.
Merna, Neb.

### GRAIN MIXING ADVANTAGEOUS TO PRODUCERS.

*Editor American Elevator and Grain Trade:*—We have never had any experience with the mixing of grain in large elevators and warehouses at terminal lines. From our experience as country dealers, however, we would say that the mixing of grain is a great advantage to the producer, as whatever will result in the dealer getting more money out of his grain he can pay that much more to the farmer or producer. We believe, however, that the mixing of grain can be carried to such an extent as to bring the market into which such practices are carried into disrepute.

In expressing the above opinion we base same on the handling of wheat alone as we have had but very little experience with corn or other kinds of grain.

Yours truly, H. WORK & CO.
Ellsworth, Kan.

### ARE NO LEAKS INTO POCKET-BINS.

*Editor American Elevator and Grain Trade:*—The statement has been made by a grain shipper that leaky spouts and pocket-bins are responsible for diverting grain into elevators at Chicago before the grain reaches the scale. As Board of Trade Weighmaster at Chicago, I wish to state that there are no pocket-bins connected with any elevator leg, head or spout used in unloading in any elevator in this city. All grain unloaded into pit or boot must be elevated into the scale. True, these legs run through bins, but any hole in the casing would cause grain to run into it from bins (to the advantage of car) and would be a loss to elevator, not only in grain, but also through mixture, and very little if any grain would get from the buckets into the bins, and then only when bins are empty, which is not frequent. Any leak of this kind would be immediately discovered.

The spout from the elevator head leads directly to the garner or scale and has no connection with any bin or pocket. What are known as pockets are small bins situated under shipping bins and so connected that grain can only reach them after having passed through the scale and shipping bin. The originators of this statement evidently believe their statement to be true, but they have been

misinformed, and if they, or any other shippers, have the idea that any such practice is being carried on in Chicago, I would be pleased to have them call on me, and we will together inspect any or all elevators, and I will convince them of the absurdity of the charge. This department has worked incessantly with a view to avoiding loss to shippers and will continue to do all in its power to eliminate shortages.

Yours truly, H. A. FOSS.

Chicago, April 6, 1899.

### FAVORS GOVERNMENT GRAIN INSPECTION.

*Editor American Elevator and Grain Trade:*—In my opinion, mixing houses are a benefit to the farmer who raises wheat especially where it is of a poor grade, as the elevator people often pay a better price for a poor grade of wheat with the expectation of disposing of it, to their advantage, by mixing with a better grade so that it will all sell for the price of the better grade.

I would like to state also that I am in favor of the government inspection of grain, under the control of the Department of Agriculture. This would make a uniform inspection of grain all over the United States, so that what would grade a certain grade in Chicago would be known as the same grade in Baltimore or any other place in the country.

Yours very truly,

S. VAN STEENBERGH.

Talbot, Ind.

### INCREASES DEMAND FOR OFF-GRADE GRAIN.

*Editor American Elevator and Grain Trade:*—There is certainly no question but that the farmer is greatly benefited by the mixing houses, for without the mixing houses all off-grade grain which can be dressed up and put in good, marketable condition and mixed out with better grade of stuff would bring the poor farmer who has it for sale from 5 to 15 cents per bushel less money, for there would certainly be very little competition in stuff which could not be worked to advantage.

Anything that creates competition in products raised by the farmer will certainly benefit the farmer, and what benefits the farmer as a rule benefits the merchant and the grain dealer. Anything that will raise the value of grain certainly ought to be a benefit to the farmer and all others in any way connected with the handling of the grain. We certainly cannot think otherwise but that the mixing and grading by the mixing houses are a benefit to the farmer and grain dealer.

Respectfully,

H. L. STRONG GRAIN CO.

Coffeyville, Kan.

### GRAIN GROWERS' ASSOCIATION'S THREAT.

*Editor American Elevator and Grain Trade:*—So far I have not heard of any movement to establish farmers' elevators in this locality. The Representative, the organ of the Grain Growers' Association, has been thoroughly distributed among our farmers, but they look at it with a good deal of distrust, thinking that there is more than one ax to grind behind the scheme.

Our farmers have had some experience in the elevator business having built and operated one at this station for a couple of seasons, but having had too many business managers it went the way of the majority and was sold cheap to a line company.

I have been invited by the secretary of the Association at St. Paul (as I presume most of the independent dealers throughout this section have) to allow them to manage my business for me, or, as an alternative, to have an Association elevator built alongside of mine, and intimating if that course was necessary, we poor middlemen would have to get off the earth.

We do not have very many farmers' shipments from here. In these days of large cars, farmers that raise 1,000 to 1,500 bushels of grain for market do not like to put "all their eggs in one basket" as one good sized carload will put their entire crop on the market at once. In case of a drop in price while in transit there is not much of a chance of holding for a little while for a higher market as the storage generally gets away with the prospective rise. Of course, he can sell to arrive, but then there are a lot of us that don't do that as often as we should, preferring to speculate just a little.

I have noticed that the farmer who has poor, off grade stuff very seldom ships, but gives the elevator men a chance to exercise their judgment. This is good policy on his part as he seldom fails to get full market value, and quite often a little more than the stuff is worth.

Yours truly, GEO. H. SHANARD.

Bridgewater, S. D.

### NORTHWESTERN FARMERS HAVE NO REAL GRIEVANCES.

*Editor American Elevator and Grain Trade:*—The statement made in Ignatius Donnelley's paper, The Representative, to the effect that sixty-two new farmers' elevators are in contemplation at various points in Minnesota, the Dakotas, and Iowa, should be taken with considerable allowance.

There are some farmers' organizations being perfected to build elevators. This is true every year. I don't think there is any special movement in that direction this year, and we can say positively that the Northwestern farmers have no grievances and there is nothing whatever to warrant them in making this movement to build elevators. There are plenty of elevators already at every station on the various railroads to handle the business, and we know positively that the farmers are receiving the very best possible treatment; so good, in fact, that the grain men are making no money. The loss of grade and loss of dockage in a great many cases more than absorbs the margin at which the grain men are buying.

Mr. Donnelley's paper is in the habit of making such statements frequently and we are in no sense alarmed in this particular case.

Yours truly,

ST. ANTHONY & DAKOTA ELEVATOR CO.

P. B. Smith, General Manager.

Minneapolis, Minn.

### OPPOSED TO MIXING HOUSES.

*Editor American Elevator and Grain Trade:*—Mixing houses are a damage to everyone connected with the grain business, outside of those who are interested in the mixing of the grain. We do not know of a mill that values the reputation of its product that would knowingly purchase grain coming out of a mixing house, for with the improved system of scourers a mixing house can doctor up wheat so that it is almost impossible to detect anything wrong with it until after it is ground and into flour, and then the miller finds to his sorrow that he has ground inferior wheat, either wheat that might have been slightly musty, biuburnt or sprouted.

We know to a certainty that certain Kansas mills have experienced considerable trouble on account of having ground sprouted wheat which had been scoured and doctored by these mixing houses. We cannot for the life of us see why a mixing house should be of any benefit to the farmer. One running a mixing house is not doing it simply with a view of helping the poor farmer to get rid of his inferior wheat, but with a view of making money out of it, and judging from the number of mixing houses in operation, it is reasonable to suppose that their profits are very large. If there ever was a necessity of compelling the mills to pay a tax for blending wheat and corn flour, and so branding it on the bags, we think there is a greater necessity of compelling the mixing houses to pay a tax for the privilege of doing so and not misrepresenting matters.

We very frequently see statements in Chicago papers with reference to certain of the mixing houses turning out wheat which they suppose has been doctored up to No. 2 standard, and they are compelled to take it back and give it a little stronger dose of good wheat so that it will pass muster. There is no question but that 50 per cent more No. 2 wheat comes out of Chicago than ever goes into that market, and somebody is paying quite a premium for it.

So far as we are personally concerned, we prefer to do our own scouring and mixing, then we know just exactly what we are doing, but if we depend on securing our mixed wheat from some of these mixing elevators, we know to a certainty that we will get the worst end of the deal. In buying grain, we invariably specify that it is to be straight country wheat and under no circumstances would we purchase wheat coming out of an elevator that we had an idea was mixed or scoured in any shape or form.

Yours truly,

SHELLABARGER MILL & ELEVATOR CO.,

W. L. SHELLABARGER, Secy.

Decatur, Ill.

### THE COMMISSION MEN'S POSITION.

*Editor American Elevator and Grain Trade:*—Letters published in the March number of the "American Elevator and Grain Trade" were of more than usual interest, especially those about farmers shipping grain.

When grain dealers have a monopoly and take advantage of it in buying, farmers naturally rebel, but often their dissatisfaction arises from the meddling of merchants and others who, as friend Edmonds characteristically says, "want grain men to shake the bush so they can catch the birds."

One of your correspondents, after disclaiming any disposition among farmers to ship their own grain, goes on and describes his difficulties in learning market values of what he buys and sells. He incidentally reveals that his main reliance for such knowledge is not on commission men, as formerly, but on track buyers in terminal markets (the very men who succeed best when shippers know least) and the Trade Bulletin. Apparently, he has not yet learned that track buyers try as hard to deceive and keep country shippers in ignorance of grain values, freight rates and forms of billing as they do the farmers of whom they buy. It is not very long ago that a certain track buyer was exulting because an Iowa shipper had sent him 35-pound oats to apply on a sale that could just as well have been filled with oats weighing 28 pounds, and worth much less. On the other hand, it is common for grain to be turned over to commission men to sell that had been refused by track buyers because the price had declined.

If no grain was consigned to be sold in open market there would be no commission firms, and no cash sales for the Trade Bulletin to publish, except such as local track buyers and elevator men reported for purposes of deception. This situation is the home base of track buyers, between whom and which commission men stand alone. They have already successfully passed the barrier of state grain inspection.

My friend says, "The manner of conducting the grain business has undergone a radical change in the past five years, and the commission house is not in it as in years gone by." He then presents a picture of country grain buyers, making just a living, with farmers on one side who "were never in better financial health," and on the other he leaves room for me to group track buyers, enriched with dollars that should have lodged with the central figures. He seems to think country shippers can stand between two powerful opponents and in combat with both win out without an ally, but he is, if he only knew it, already entangled in their net and feeling influences that will in time paralyze his energy and his hope of making even a living.

The radical change in the grain business has left country shippers no more "in it, as in years gone by," when they sold grain through commission firms, than are the latter. Modern methods of business are not all better than those displaced, and track selling of grain direct to Chicago elevator men by country dealers is one of the exceptions. Concentration of capital and interests and the modern growth of human greed have made old men beggars, and young men criminal and hopeless; broken homes and filled graves; debauched our churches, our seats of learning, our courts, our legislative

bodies and heads of governments, until other clouds than those made by distance are appearing over the horizon.

Yours truly, E. W. BURDICK.

Chicago.

### FARMERS' ELEVATOR PROBLEM WILL SOLVE ITSELF.

*Editor American Elevator and Grain Trade:*—It is my opinion that the alleged movement to build farmers' elevators in the Northwest will not become general. In this locality the movement has never had any foothold.

This is a farmers' elevator, built by a few, entering the market as a fair competitor, doing all its business on strictly business principles, and trying to make it a paying investment for its stockholders.

There are cases where farmers have grievances in the marketing of their grain, which would justify them in meddling with the grain business. Such cases are few, however, in parts of the country where railroads are numerous and stations not far apart. History has proven that nine-tenths of all the farmers' elevators organized into stock companies have been financial failures, all from the lack of proper and able management. History will repeat itself with farmers' elevators in the future.

If the movement should become general (which it has not yet) I would suggest that the regular grain trade make no effort to discourage the movement or try to put it down as that would only be throwing more oil into the fire. Keep cool, employ honest men to deal with the farmers, buy on a close, but safe margin and give them a close rubbing. One by one they will withdraw from the market as buyers and shippers. Unless they can agree among themselves better in the future than in the past, they will never succeed.

If grain dealers would buy on a 2-cent margin instead of 4 and 5 cents as they do in many cases, the farmer would not begin to think about handling his own grain. Nowadays they can figure what it will cost to market a bushel of grain, and when a buyer takes more than a legitimate profit they will not tolerate it, and I do not blame them. If the grain dealer will use the farmer right he will not have him for a standing competitor.

Yours truly, H. E. WYUM.

Hills, Minn.

### FALSE SENTIMENT AGAINST LINE ELEVATORS.

*Editor American Elevator and Grain Trade:*—There has been for years a disposition on the part of country merchants to favor the erection of country elevators at the different stations, this being prompted by a desire to have all the trade possible come to their town. In some cases they naturally wish for movement of grain to their town which really should go to some neighboring place. Many times these elevators have been erected and after they had been operated for a time the farmers and merchants learned that the line elevator people were doing all they could to give the merchants a good market, and at the same time have anything at all left for their work and capital invested, resulting finally in a sale of their elevator to some independent or line buyer.

There are a great many farmers' elevators being operated successfully in different parts of the country, but we do not know of a case where they have crowded out line buyers, making it natural to infer that the line people had not been guilty of any attempt to misuse the farmer, or that they were guilty of any desire to treat them and the town people where they were located, other than fairly. We have some country elevators. We expect competition and do not care whether it is a farmer's elevator, independent or line buyer. "The servant is worthy of his hire" in any case, and if the Ignatius Shakespearian rival faction handle grain any closer than line elevator people, they will not find much encouragement for erecting other houses.

We do not think the situation is any different than it has been for a number of years, and so far as a question of grievance is concerned there never was a time when the farmers had less to complain of than to-day. We have thought sometimes they were rather quick to make rules for the line elevator people, but after they had built an elevator and commenced, or attempted, to observe these rules themselves they found it entirely different. If the sentiment possibly existing against line elevators was based on facts we do not think it would exist.

Yours truly, E. S. WOODWORTH & CO.

Minneapolis, Minn. , ,

### A SUCCESSFUL GRAIN CONTRACT.

*Editor American Elevator and Grain Trade:*—There is no movement in this locality toward building elevators under the direction of the Grain Growers' Association.

There is no doubt but that the farmers of the Northwest, at a great many points, have grievances in the marketing of their grain to the so-called line houses. For this reason a farmers' house or an independent house will start at one of those points. The line houses, not wishing to have such competition, always try to run them out by putting prices so high that anyone taking grain at their prices will lose money. While the line houses may also take the grain at a loss, they will cut prices at other points, where they have no such competition, sufficient to make up all losses sustained by fighting.

I have personally investigated this matter by going to different points in Iowa and Minnesota and I have always found that where the line houses have no independent competition the prices on grain were from 2 to 4 cents lower, no matter how many line houses there were. I have found prices on seeds 6 to 10 cents lower. Frequently this difference in prices is made only two or three stations apart. The farmers hear of the higher prices being paid at the station where the line houses are fighting the independent or farmers' houses, and they conclude at once that the only thing for them to do is to build an elevator.

In regard to this point, where I am doing business, will say that I worked for a line house 8 years and then built an elevator and commenced buying grain independently. I had run only a short time when the fight commenced and it was kept up continuously until I had about made up my mind that there was no use holding out any longer, and thought I would sell out and quit. However, I received relief rather unexpectedly from the farmers themselves. They had meetings and signed contracts like the one inclosed, which explains itself. This system has run now for 13 months and has given general satisfaction.

I am sure there is no show for elevators being built under the constitution of the Grain Growers' Association so long as this system gives the satisfaction it is giving at present.

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BE IT KNOWN, That this agreement entered into this .....day of .....1898, by and between H. A. Waldron, party of the first part, and.....party of the second part, whereof the said party of the the first part hereby agrees and firmly binds himself unto the said party of the second part to furnish the said party of the second part all Warehouse and Elevator Room and Services for the proper weighing and handling and caring for and loading onto cars, and preparing for shipment to market at his, the said party's, of the first part, Elevator and Warehouse at Sargeant, Minn.. all grain, to wit: Wheat, Oats, Barley, Rye, Corn and Flax Seed, and all Seeds, to wit: Timothy Seed, Clover Seed and Millet Seed, that said party of the second part may raise and deliver at said party's of the first part Elevator and Warehouse, for market shipment during the period commencing on the.....day of..... 1898, and ending the .....day of.....1899, and said party of the first part further agrees to render all services in his power, and give all information in his possession that will secure for the said party of the second part a good market for all grain shipped by said party of the second part, and to act as agent for said party of the second part in making sales, collections and settlements for said party of the second part.

WHEREFORE, Said party of the second part, for and in consideration of said services, agreed upon by said party of the first part, the said party of the second part does hereby agree and firmly bind himself unto the said party of the first part, and agrees to ship to market through the Elevator and Warehouse of the said party of the first part, at Sargeant, Minn., all grain and seeds as above described, raised or marketed by the said party of the second part, on the following described piece and parcel of land, to wit:

..... .....

and said party of the second part agrees to pay to said party of the first part one (1) cent per bushel for all grain and seeds so raised and marketed by the said party of the second part, for and in consideration of the services rendered by the said party of the first part.

PROVIDED, However, said party of the second part through the services of said party of the first part can secure better market for said grain and seeds by selling in local market, said grain and seeds may be sold and delivered to any other local buyer or delivered at any other local elevator or warehouse, but shall pay said one (1) cent per bushel to said party of the first part for all grain sold and delivered by said party of the second part, to said other local buyer, for and in consideration of the better market secured by this agreement, and providing, however, further the said party of the first part shall not enter into any pool or combination whereby the market for grain or seeds can be controlled by any pool or combination or association that may try to control the market price of grain in Sargeant, Minn.

PROVIDED, Further, however, that f all grain delivered by said party of the second part to the Elevator or Warehouse of said party of the first part should remain in said Warehouse or Elevator more than.....then it shall be determined to be in store and shall be subject to the laws of the state regulating storage of grain and subject to all charges as fixed by law or which may be agreed upon.

WHEREOF, We set our hands this.....day of .....1898 in presence of the undersigned witnesses.

Witnesses:

.....party of the first part.

.....party of the second part.

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Yours respectfully, H. A. WALDRON.

Sargeant, Minn.

### DRYING WET WHEAT FOR MILLING PURPOSES.

*Editor American Elevator and Grain Trade:*—There is very little milling value in artificially dried wheat, unless dried under what I term natural conditions; that is, by the action of the wind and the sun, as when the wheat is exposed in the sheaf in the fields. I am satisfied that any artificial process that does not carry out these conditions cannot dry wheat to any real value for milling purposes; and the only really successful wheat drying for milling that I had been able to do in the past was by spreading wheat on a large dock, holding about 4,000 bushels, 2½ inches deep, and having it exposed and turned to the strong sun and heavy wind. About 200,000 bushels of wheat dried in this manner were sold for milling purposes, and the miller was astonished at the quality of the flour this wheat produced; and he had no complaint from any of his customers who purchased the flour.

I have now adopted in our elevator—the Canadian Pacific, operated by Joseph G. King & Co.—a system which practically carries out this condition. The grain is held in wire screens, a thickness of 2½ inches, and through this wheat is forced air heated by steam coils. My experience with this system is that it will dry wheat more perfectly for milling purposes than the exposure to the air and the sun; for, to my surprise, the wheat after being properly cleaned is not bleached—while exposure to the sun and air bleaches the wheat. In the practical working of the plant, much to my surprise, this fact has been developed, that wheat containing 12 per cent of moisture and wheat containing 7 per cent are both equal after being dried. I had fully expected that the wet wheat would have bleached and be very inferior, but this has not proved to be the case.

Drying wheat for milling purposes is an operation that must be very carefully handled, because if the wheat is overdried, the granulating properties are ruined; and if not sufficiently dried, the wheat will not keep; therefore, both these extremes must be avoided.

Now, the question is asked, What is the effect the drying has upon the flour. The quality of the flour depends largely upon the gluten, and whether the gluten is damaged or not in drying depends upon circumstances. I am satisfied that if the wheat is delivered at a drying elevator perfectly cold and has not heated nor soured, there has been no damage done to the gluten. My own opinion is that gluten will not ferment under a temperature of 60 degrees, and that this wheat, dried under the conditions above stated, is just as good for milling purposes as is the same grade that has never been

wet. And even wheat that is slightly heated will also, after drying, produce good flour; for I do not think a single car of that 200,000 bushels which I dried in the open air arrived at our elevator without being more or less in a heated condition. So that the conclusion of my experience is this: That wheat dried promptly and with efficient machinery is not materially damaged for milling purposes, although these results depend entirely upon the grain being scientifically dried. If this is not done, of course, that is another matter.

I have reports from several of the Ontario millers who have milled wheat dried at Port Arthur elevator, and their reports are practically the same, so I will just quote from a letter recently received from one of the largest flouring mills in Canada:

"We have made a test of 3,000 bushels of the dried No. 2 hard wheat, and on the whole find it fairly satisfactory. The strength of the flour is good, but the color is a shade off, but not enough to signify. The yield is also good, but the percentage of low grade is a little larger. The wheat is very flinty and requires tempering before grinding, so that large mills can use it to better advantage than small mills which have not the appliance for tempering; for this reason also we do not think that it will grind well in a mixture with other wheat, but will give the best results when ground by itself.

"We estimate the difference in value at about three and a half cents below the regular grades, and we are prepared to handle it at this difference.

"We have had the flour baked here and we must say that the bread made from it is excellent, and as far as we can see not very much difference between it and the regular grades. As to the keeping qualities of the flour, time alone will tell this. We, however, think that it will keep all right for a moderate period."

It is evident that we had trifle overdried this wheat, which would also affect the color of the flour. This, perhaps, is one of the most difficult defects of drying to overcome. Another large miller, on a test, reported that our dried No. 2 hard produced flour on four pounds more wheat to the barrel than natural No. 1 hard wheat, and the flour was all right.

Yours truly, JOSEPH G. KING.
Port Arthur, Ontario.

## EXCURSION TO MEXICO.

Secretary E. H. Crenshaw, of the Texas Grain Dealers' Association, under date of April 11, notifies members as follows:

"Our Transportation Committee has secured, for the Grain Dealers' excursion, a rate of $30 passenger fare and $14 per berth sleeping car charges, to the City of Mexico and return, with hopeful prospects of being able to obtain a still lower rate. Tickets good to return in thirty days. Meals can be had at 50 cents each, either on dining car or at eating stations.

"To obtain this rate on special train, with stopover privileges at all important points on the trip, not less than sixty passengers must go.

"In order to complete all arrangements and have our train at Fort Worth, ready to start on the trip at 8 p. m., May 9, it will be absolutely necessary for us to know as soon as possible how many will be sure to go.

"This is very important and I trust you will decide upon the matter promptly, advising me by or before the 17th inst., how many of your firm and friends will be certain to go at above rate. If a lower rate is obtained you will get the benefit of it.

"We will probably go via San Antonio and Eagle Pass, but you can return via El Paso or Laredo at an additional cost of $5.75."

A. J. Baker, of Streator, Ill., has had a claim which has been in Congress since 1871, for $9,000, due him on a grain deal. He supplied a large amount of grain to the government for feeding horses; and the claim is for grain delivered, which spoiled after its delivery, but which he was not paid for.

## ANNUAL MEETING OF THE NEBRASKA GRAIN DEALERS' ASSOCIATION.

The annual meeting of the Nebraska Grain Dealers' Association was held in the Lindell Hotel, at Lincoln, Neb., April 11. The Association devoted only an afternoon session to the meeting, yet every member was so deeply interested in the various topics that were presented for discussion by the president that a large amount of business was transacted in a very short time. The meeting was larger in attendance than any previously held at Lincoln, there being fully 125 dealers present, representing nearly every part of the state.

President George S. Hayes called the meeting to order at 2:30 p. m. Secretary A. H. Bewsher read the minutes of the meetings held March 10 and June 15, 1898, and two directors' meetings held August 13 and October 22. The minutes were approved as read. Following the minutes the previous meetings the secretary read his report and the treasurer's report. The report follows:

### SECRETARY'S REPORT.

In compliance with Sec. 3, Art. 4, of our Constitution, I herewith submit report as Secretary of the N. G. D. A.

At a Board of Directors' meeting held at Lincoln, Neb., August 13, I was selected to fill vacancy caused by the resignation of Mr. W. H. Chambers. Owing to my being otherwise engaged, I did not assume the duties of the office until August 22. Upon taking charge of the office, I found my predecessor had adopted a line of work which, in my belief, seemed best suited to meet existing conditions and one which would be productive of quicker and more satisfactory results to the members, as it affected more directly the objective points of all business, the profits, than any other could have done.

At this time, you will no doubt remember, the state was in a sort of internal eruption, so to speak, measuring its activity only by the amount of available lava to quarrel over. This condition, while not characteristic of all points, was yet frequent enough and of sufficient intensity as to disturb not only the immediate neighborhood, but that for miles around. These local troubles, together with the scalp element which was multiplying very rapidly, being considered the most momentous question to the trade, demanded instant and close attention. The necessity of bringing dealers closer together to devise ways and means of handling this subject gave birth to the idea of organizing the state into divisions and the holding therein of local meetings, so that those interested could talk over conditions confronting them with a view of improvement, and to, if possible, infuse a friendlier and better feeling amongst themselves.

At the beginning, these meetings were called about from four to six weeks apart, the state of the trade at this time demanding this frequency. Later, as the number of divisions grew and improvements in the older ones were noted, the interval between meetings was extended to sixty days, and to this day this interval has remained the same.

There are to-day thoroughly organized in which meetings are regularly called, thirteen divisions, centering around the following points: Auburn, Weeping Water, Beatrice, York, Geneva, Hebron, Hastings, Oxford, Holdrege, Kearney, St. Paul, Columbus, Norfolk, and Emerson, besides one or two points at which from time to time, necessity demanding, special meetings are called. That this plan has fulfilled expectations, and in fact greatly surpassed the hopes of the most sanguine, needs but a comparison of the general conditions as they exist to-day and that of a year ago. The local disturbances of to-day, as far as any knowledge on my part is concerned, can be counted up on the fingers of one hand, and each of these is being given attention. If there are others of which I have had no notification, the members are doing the Association an injustice by withholding the information and denying to it the opportunity to bring about an adjustment.

I have lately had the pleasure of learning, though indirectly, from traveling representatives, who visit others as well as our state, that local conditions in Nebraska are far better, far more harmonious and peaceable, the dealers apparently far more prosperous and with better prospects of these conditions continuing than are the dealers of any other of our grain producing states. This is, indeed, complimentary to the fair and liberal spirit of the Nebraska dealers generally, and it reflects their disposition to concede to their neighbors that which they would ask for themselves; a condition beneficial to all interested and the only condition that will bear fruitful results.

Of the divisions organized, all have proved a success with one exception, that centering around Beatrice. In this division, one successful meeting was held, but all attempts after that to get the dealers out, and two or three were made, proved fruitless. Owing to the lack of interest there, it was decided to discontinue this meeting as a division, and the Secretary give personal attention to such points in that division as asked for it.

There is in contemplation a division circling around Wahoo, and with this completed practically every section of the grain producing portion of the state will have its division. In connection with these meetings, the scalp element was taken up and with equally as gratifying results. The country was in some sections very much in the hands of this element, and it required in some instances very persistent efforts to induce the receivers to discontinue it, partly because of the amount of business they had received from this class of trade, and because it never having been seriously objected to before. However, we were successful in practically all instances to enlist the assistance of the reputable receivers at least, in controlling this class of trade, as my record of claims in this particular, which will hereafter be given, will show.

Up to this time our crusade had been more against internal conditions than external, believing, as we did, that more money could be squandered in one unfavorable condition at home than the combined loss from all outside sources, and also believing that until we could govern ourselves we should not attempt to govern others. As an evidence of the work accomplished, let me state that the Association has been directly responsible or instrumental in effecting settlements of local troubles at forty-six points in the state. These are only the points worked with directly. There are many other adjustments brought about as a result of these of which no note was made. There are also many differences between neighboring towns adjusted and harmonized, of which no record was kept.

Of the record of claims against firms doing business with scalpers there were 108 complaints, of which firms 102 expressed a willingness to discontinue and protect the regular trade. Of the complaints six positively refuse to discontinue, and I have the correspondence with me in these six cases, which, if the members desire it, I will read. Besides these claims mentioned, there were 76 miscellaneous ones filed for various causes, such as shortages, grievances against inspection, losses sustained through neglect of telegraph company, complaints of receivers withholding balances, controversies between shippers and receivers as to balances, and many others of like nature, all of which were given attention and some disposition made of them; a few are still in controversy. The combined important claims of which note was made numbered 184 during the year. As I have stated before, many others were too insignificant to make any note of, consequently do not appear on the records, yet they added much to the work accomplished.

Our next effort was directed toward the proposed weight-checkers which the Kansas Association believed necessity was compelling them to place in the Kansas City market. After thoroughly canvassing the situation and obtaining the feelings of our members toward the proposed arrangement, I found such a diversity of opinions that I concluded to call a meeting of the Board of Directors, which meetings was held on the 22d of October, and the subject then discussed. As a result of this meeting I was instructed to go to Kansas City, meet with the Kansas Board and learn what was proposed and of what benefit it would be to our members. On November 9 I met with the Kansas Board of Directors and Oklahoma Secretary in Kansas City, and reported to our Directors. The results of this trip were in my Bulletin No. 7, and which was as follows: "That considering the small percentage of business from Nebraska that was finding a market in Kansas City at the time, and Kansas being so deeply interested there on account of the volume of business furnished that market from their state, any arrangements that might be made by them with a view of bettering their conditions must likewise be beneficial to all shipping to that market, and while we did not feel that our small percentage of business justified our taking an active part in the conduct of the committee proposed, yet we were in hearty sympathy and would co-operate with them, by advising our members of the service offered and the manner of obtaining it, and let those who wished take advantage of the opportunities. My reports from our members resulting from this service were at first very flattering, later on they became indifferent and recently I have heard many complaints against its ineffectiveness. Many who were very enthusiastic at first now report no improvement over former conditions."

You will not, I trust, think this is intended for an argument against the usefulness of the service, for it can still count many friends among the Nebraska shippers; on the contrary, I think the service has proved beneficial in many respects and with careful attention will prove of vast value to the country.

The next move contemplated to increase the value of the Association to its individual members was begun with many misgivings on my part, not that I doubted that the work would be appreciated when completed, or that its reliability or authenticity would be questioned, but through a fear of being unable to enlist the assistance of the members in sufficient numbers to make a respectable and reliable showing. I refer to the crop service, instituted by this Association at the beginning of this year. There was never for a moment any question in my mind as to the manner in which this compilation would be received, or its worth to the members when finished, provided the idea could weather the disappointments and discouragements which it was bound to meet with in the start. I fully realized that it would be a hard matter to get the members to reply to the first inquiry, yet I did not think that my expectations in this respect would be so well fulfilled. On December 1 I sent out 300 inquiry blanks, with instructions as to how to fill them out, as you all know, and asked for their return on December 10. On the morning of the 11th I received between thirty-five and forty answers. Thinking possibly that this apparent disinterestedness arose more from neglect than design, I issued a card calling attention to my former request. To this I received fifty or sixty additional replies. At this point discouragement was staring me in the face and I was undecided whether I would continue the work or not. Having already invested some $15 or $20 of the Association's money, I did not like to see this a total loss and sent out one more blank to each of those from whom I had not received replies. The result of this was far more satisfactory and I received sufficient information, together with that I had already received, to make a very respectable showing and with results as given you in my Crop Service Report No. 1, issued January 7. As expected, this report was very favorably received and the work unanimously indorsed by the members. In addition to this, copies of the report were eagerly sought for by outside parties, but having obtained the information with the distinct understanding that this report was not to be circulated outside of the members, I was obliged to decline furnishing these outside inquiries with copies. The compliments passed upon the work by conservative houses, and the appreciation by which it was

held by those interested, more than repaid me for the labor involved and the disappointments at first experienced and I believe the dealers now heartily approve of this service and, if so, it will be continued and much improved upon as future issues are brought out. Being the only crop service issued in the state of Nebraska on the crops of Nebraska, there being no crop bureau under the jurisdiction of the state, it cannot help but fulfill the place of the long-felt want.

I next turned my attention to the matter of storing grain for farmers with or without compensation. This evil has crept into the business of the state to an alarming extent, caused, no doubt, by the past unhealthy condition of competition, characteristic previous to the organization of this Association. During the last series of meetings throughout the state, I have read extracts from the statutes of Nebraska bearing upon this subject, and where the representation has been sufficient to justify it, the matter has been discussed and in many instances an understanding has been had among the dealers present that they would discontinue storage as a body in that division. My various bulletins have perhaps stated enough on this subject without my extending upon it here, suffice to say that it is generally conceded by the dealers throughout the state that it is a poor and very unprofitable practice, not recommended by any good business principle, and the sooner it is gotten rid of the better.

I would next call your attention to the Treasury Report. You will note from this the best condition the Association has ever known. We have on hand a balance which no longer makes the life of the Association subject to the whims of one, two or a dozen members, who, because of some dissatisfaction, might see fit to withdraw from it. The work can now be prosecuted and carried on without any fear of interruption because of a depleted treasury.

During the time this balance has been accumulating, we have made a reduction in the cost of the dues from 75 cents per elevator per month, as was found necessary at the June meeting, to 60 cents per month, on the fourth quarter of 1898. Notwithstanding this reduction, we have accumulated a very nice balance for any emergency that might arise.

Our dues as they stand to-day will bear very favorable comparison with those of other associations throughout the country; for instance, the dues of Southwest Iowa and Northwest Missouri Grain Dealers' Union are $12 per year, that of Kansas $10; I am advised that the Illinois Association is $5, that of the Oklahoma Association $10, while the Nebraska Association's is $7.20, with a prospect of reduction to $6 per year in the near future, and I think that, notwithstanding this very flattering showing, we have accomplished more work in our way; work that has paid the members quicker returns and far larger, than has that of any other association in the country.

Our membership last April was of a very uncertain quantity, it was not known who were or who were not members. There was quite a list turned over to my predecessor, but many of them dropped out because of dissatisfaction of previous management. In shaping matters around, it was found that 178 expressed their intentions of continuing. On March 31, 1899, our membership numbers 300, representing 569 houses, and with the work appealing with a stronger influence than it has ever done before to those who are not members, but who, it is hoped, will soon see their way clear to join with us.

During the last month, owing to an action taken by the Kansas City Board of Trade, denying to its members the right to remain or become members of any grain dealers' association, we will probably lose our entire Kansas City representation. While we regret the necessity which compels this action on their part, it will in no wise affect the usefulness of our organization, its only tendency being to bring it more nearly to a strictly country institution. The Kansas City Board of Trade has been very severely criticised by some papers and publications for their action in this respect, yet I believe it makes little difference to us whether they are within or without our Association, just so long as they continue to show the regular dealers a fair and liberal disposition in matters of common interest between us. The dealers in Kansas City can no more afford to antagonize the interests of the regular dealers and directly Association movements, than can the receivers or elevator operators at any other point, and whether they are members of this Association or not, it is not the intention of the regular dealers of this state at least to allow them to abuse the regular trade without feeling the consequences of such abuse. I do not think it was ever the intention of the more reputable class of Kansas City receivers to menace our Association by this action of theirs, neither do I think it is their intention of changing their sentiments one iota toward us as a result of the recent election held by their Board. In my estimation, the only result of this movement will be to lessen our income, which, being augmented by new country members, will be felt but slightly by us. This action decreases our membership to 275 members, representing 544 houses.

Before the meeting adjourns I would suggest that we amend Sec. 4, Art. 3, of our Constitution, which reads: "The election of officers shall be held at the regular meeting, held in the last quarter of the year, and shall hold office for the term of one year, or until their successors are duly elected and qualified." Owing to the meeting last year having been held in April, and it having been concluded that April being the beginning of practically a new crop year, it was decided to not call the election this year until April. As our Constitution now reads, this meeting would be called in the midst of the corn movement, at a time when very few could leave their business to attend, therefore, if it is the judgment of those present, I would suggest that this section read: "The election of officers shall be held at the regular meeting, held in April of each year, and shall hold office for the term of one year, or until their successors are duly elected and qualified."

Now, as to the work in hand, let me state that it is the intention shortly after this meeting to issue a second set of questions, these bearing upon the wheat situation of the state, in which the condition and acreage of the growing winter wheat shall be asked for, the acreage of spring wheat sown, the amount of corn in hands of the farmers or speculators, and any other questions that may suggest themselves as being valuable information for the dealers. Also the oat acreage. This report will be a condition and acreage report, as regards wheat and oats, being preliminary to a report which it is intended to issue after the harvest of the two crops has taken place. A similar report will be made on the corn acreage and condition, and then again a final report as made this year, only that it will be made earlier than it was in the last instance. It is also my intention to continue the storage question among the dealers until we have practically the entire state rid of this pernicious practice. Then if it is the desire of the dealers we will attempt the question of written contracts, the lack of which has proven very expensive to many dealers throughout the state.

In conclusion, let me commend to the members the efforts put forth by the other officers of this Association. They have been ever watchful of the interests of the members and of the organization generally, they have promptly responded to every call for division meetings and have spared neither time nor trouble in their attempt to make the objects of the Association a success. They have been negligent in but one particular, and that is their utter indifference to my many requests for them to send in an expense account, for money paid out by them in attending Directors' and other meetings. They have, therefore, not only devoted their time, but their money as well.

I also desire to thank the members for the able assistance rendered me in accomplishing what little we have. Without a liberal disposition on their part, it would

PRESIDENT GEO. S. HAYES, LINCOLN NEB.

have been impossible for anyone to have brought the state, as regards to local conditions, from out the chaotic condition of a year ago, and to have placed it in a state of comparative quiet. To them directly belongs the credit of this condition. In addition to this, their prompt responses to all due notices have enabled the work to proceed without interruption on account of a scarcity of funds. A continuation of this co-operative spirit on your part can mean for you and for the Association as well only beneficial results, and will insure speedy relief for the yet too frequent ills attending the trade. As old abuses and unpleasant conditions disappear, new ones spring up, thereby requiring constant agitation and attention. With all pulling together, time should bring relief from many of the principal sources of annoyance. I thank you once more for your assistance, officers and members alike.

Combined reports of secretaries W. H. Chambers and A. H. Bewsher:

Receipts from April 1, 1898, to April 1, 1899.

| | |
|---|---|
| Balance received from F. P. Neal | $ 46.87 |
| Dues collected | 3,640.95 |
| Membership fees, 144 members at $3 | 432.00 |
| Total | $4,119.82 |

Disbursements.—

| | | |
|---|---|---|
| Postage | | $ 228.12 |
| Office supplies | | 46.53 |
| Office furniture | | 49.00 |
| Rent, office and typewriter | | 196.43 |
| Telegrams | | 17.44 |
| Stenographer's salary | | 316.76 |
| Secretary's salary, W. H. C. and A. H. B. | | 1,775.00 |
| Secretary's and commercial traveler's expenses | $340.86 | |
| Less donation | 50.00 | |
| | | 290.86 |
| Printing | | 151.85 |
| Dues and fees refunded | | 9.00 |
| Exchange | | 28.22 |
| L. E. Wirt account | | 28.55 |
| Balance on hand | | 982.06 |
| Total | | $4,119.82 |

Three hundred members, representing 569 elevators. Uncollected dues, $100.70.

Resource and liability statement:

Resources.

| | | |
|---|---|---|
| Cash on hand and in bank | | $ 982.06 |
| Office furniture | $49.00 | |
| Less 10 per cent wear and tear | 4.90 | |
| | | 44.10 |
| Total | | $1,026.16 |

Liabilities.

| | |
|---|---|
| Dues paid in advance | 31.65 |
| Surplus | $ 994.51 |
| Total | $1,026.16 |

A. H. BEWSHER,
Secretary and Treasurer.

April 1, 1899.

W. S. Washer moved that the reports be entered as a part of the minutes of the annual meeting. Carried. The president called attention to Section IV, Article III, of the Constitution and By-Laws, referring to the election of officers and time of holding the annual meeting. It was moved that the constitution be amended, changing the date for holding the annual meeting, from December to April, the election of officers to be held at that time. Carried.

Mr. Milburn moved that Section II, Article III, of the By-Laws, be amended to make the bond of the secretary a minimum sum of not less than $1,000, and such amount above this sum as would be found advisable. Carried.

Joseph Tighe moved that the president appoint a committee to nominate officers for the ensuing year. The president appointed to serve on this committee Ed. Van Allen, J. W. Holmquist, W. B. Banning, O. A. Cooper, G. W. Curyea, F. S. Cowgill, G. M. Snyder.

J. M. Elwell moved that a vote of thanks be extended to the officers of the Association for their efficient work in behalf of the Association during the past year. Carried.

The president called for opinions from members on the crop service as inaugurated by the secretary.

Mr. Milburn thought that the crop conditions should be compiled exclusively in the interest of the members of the Association. In addition to the benefit they would receive from such information the action would have an influence for bringing outside dealers into the Association.

J. M. Elwell: I do not see that the crop reports will do us a great amount of good. That is, the crop reports will not benefit us greatly if we are legitimate dealers and not speculators. Crop conditions are furnished us from various sources, and as long as we refrain from speculating I do not believe we need additional information.

Mr. Milburn: In one sense we are all speculators. We hold grain and sell it when we can get the most money for it. We can get better and truer reports from our own members than we can obtain from any other source. I do no speculative business, but I make it a business to study the condition of the crops over the states. If other state associations would do the same as we are doing, we could exchange reports with each other. I believe the crop service is a good thing.

Mr. Tighe said that in order to get the question before the Association, he would move that the crop service be abolished. Carried. After discussion Mr. Curyea moved that the motion be laid on the table. Carried. Mr. Milburn moved that the crop service be continued. Carried.

President Hayes asked for opinions of the members concerning the check-weight system as inaugurated at Kansas City by the Kansas Association.

Mr. Tighe moved that the system receive the indorsement of the Nebraska Grain Dealers' Association.

Mr. Milburn: I sometimes think that the check-weight system is a good thing, and have also had matters brought to my notice which make me think it is not. If it would be beneficial to Nebraska dealers, I am perfectly willing to share my part of the expense in securing it.

Mr. Tighe: I think that it is a very desirable feature. The plan works very satisfactorily to both shipper and buyer, and I think that the Kansas

Association, in this respect, ought to have our support.

Mr. Smith said that in Kansas City no steps were taken to protect the Nebraska dealers, and yet they were charged the regular fee of 25 cents per car. He had a shortage of 95 bushels of wheat on five cars, and could get no satisfactory settlement. He did not know why the Nebraska dealers should be charged the fee without getting good service.

President Hayes called attention to the fact that no dealer was obliged to pay the fee unless he desired the service.

Mr. Wirt thought that the system could be greatly improved upon. It seemed to him that they were trying to overdo the matter in respect to checking weights. It had been possible for him to ship out a sound car with straight weights, and yet have a greater shortage reported on such car, than on a car on which there was found to be a leakage.

Mr. Milburn was of the opinion that unless the car was really leaking the system of check notation should not be used. It might be well to indorse the system but I think we ought to have someone from our own Association to look after our interests.

On being put before the Association the motion was lost.

President Hayes read the committee's nominations for officers as follows: For president, G. S. Hayes, Hastings; vice-president, F. M. Ruble, Broken Bow; secretary and treasurer, A. H. Bewsher, Omaha. Governing committee, M. E. Duff, Nebraska City; P. S. Heacock, Falls City; N. B. Updike, Harvard.

Mr. Tighe moved that the gentlemen nominated by the committee be declared elected, and the committee be discharged. Carried.

The president asked for the sense of the meeting on the action of the Kansas City Board of Trade forbidding its members being members of the Nebraska Grain Dealers' Association.

Mr. Curyea thought that all such members should be allowed to leave.

Mr. Tighe moved that it be the sense of the Nebraska Grain Dealers' Association that the action of the Kansas City Board of Trade was wise, in excluding its members from membership in the Nebraska or from any other association.

Mr. Christopher thought that a discrimination should be made in regard to those members of the Kansas City Board of Trade who were members of the Nebraska Association and who were interested in the welfare of the Association.

Mr. Cooper said that some members of the Kansas City Board of Trade were doing all in their power to advance the interests of the Nebraska Grain Dealers' Association, and he did not like to see such members go.

Mr. Smith thought the best policy on the part of the Nebraska Association would be to take no notice of the action of the Board of Trade, and let the matter rest.

It was moved that the motion before the Association be tabled. Carried.

The president asked for opinions on the question of free storage by dealers of farmers' grain.

O. A. Cooper: Sometimes it is necessary to give low rates to farmers in order to meet rates made by our competitors. I had to meet the rates of such a competitor at Humboldt, and charged farmers one cent on wheat and one-half cent on corn. I charged these amounts as insurance on the grain and issued printed certificates to farmers for the grain. I do not do a free storage business.

W. A. Forsyth: I have found it as my experience, that if you take in grain from farmers which you do not know what you will have to pay for in the future, you will always find the transaction will end in a loss.

W. F. Gillespie: We store grain for farmers and make no charges for doing so. We think that is entirely a matter of our own business.

Mr. Forsyth: It is in this respect that our Association is a benefit to me, in that I like to meet my competitors. One of the objects of our Association, as I understand it, is to lessen the chances of members waging too fierce warfare against each other.

G. W. Wirt: Our purpose in coming here was to form resolutions and decide upon courses of action. We have a state law which forbids elevator men to do a storage business in grain. I say, then, that we ought to stop it. If we cannot put an end to this practice, however, I think we should let everyone do as they please about it.

E. Soderman: I have 4,000 bushels of wheat in my elevator, but I do not know whether the owners will call for it during my time or in the next century. I do not see how an 18,000-bushel elevator can do a storage business. I do not think the law should be violated. This storage question causes disagreements among grain men and I do not think dealers should indulge in any practice which would result in dissatisfaction to each other.

Mr. Cooper: There is no doubt that the storing of grain is a bad practice. I think every member ought to throw his influence against the custom, particularly that of storing grain without compensation.

C. A. McCloud moved that it be the sense of the meeting that the practice of storage of grain is pernicious and that the secretary file a complaint against anyone so doing. The motion was carried.

SECRETARY A. H. BEWSHER, OMAHA, NEB.

A discussion of the question of making contracts with farmers was opened by H. O. Barber, who thought that dealers should insist strongly on a written contract with farmers when they bought grain. If they would always secure a contract they would have no trouble in knowing what was their own property.

M. E. Duff: We do not always succeed in getting contracts but obtain them when we can.

Mr. Elwell: I think this question of contracts is one which should be governed by local conditions. In my case I have found unwritten agreements with farmers to work very satisfactorily.

Mr. Curyea moved that it be the sense of the meeting that the members should take written contracts whenever possible. Carried.

The opinion of each member was secured on the condition of wheat in his district, from which the secretary found that throughout the districts represented there was an average of 53 per cent alive.

On motion the meeting adjourned.

## CONVENTION NOTES.

G. S. Carkener, of Goffe, Lucas & Carkener, Kansas City, Mo., distributed small writing tablets among the dealers.

Stanley Christopher championed the cause of those members of the Kansas City Board of Trade who remained loyal to the Association.

The evening smoker was a trifle sleepy—probably the reaction from the excellent afternoon session and the result of the early leaving of a large number of dealers.

The only machinery man present—W. O. Pratt, Omaha, Neb., representing J. Thompson & Sons Mfg. Co., Beloit, Wis., manufacturers of the Lewis Gas Engine.

The next Nebraska Legislature will pass a law prohibiting the closing of "places of refreshment" in any city during the progress of a meeting of the State Grain Association.

Among the commission men present were: G. S. Carkener, of Goffe, Lucas & Carkener, Kansas City, Mo.; F. P. Logan, of Holdredge & Logan, Kansas City, Mo.; W. H. Chambers, Omaha, representing Peavey Grain Company, Chicago; S. R. Washer and W. S. Washer, Atchison, Kan.; G. H. Conant, Omaha, and E. E. Clancy, Beatrice, representing McReynolds & Co., Chicago; Herbert Charters, representing J. W. Booth & Sons, St. Louis, Mo.; D. L. Croysdale, representing W. E. Croysdale & Sons, Kansas City, Mo.; Stanley Christopher of B. C. Christopher & Co., Kansas City, Mo.; Floyd J. Campbell, representing Weare Commission Co., Chicago; N. Peterson, Lyons, representing Peavey Elevator Co.; J. L. Wright, representing Brinson, Judd Grain Co., St. Louis, Mo.; C. T. Peavey, representing Omaha Elevator Co., Omaha, Neb.; F. P. Lint, representing Greenleaf & Baker, Atchison, Kan.; F. P. Neal, representing J. F. Harris & Co., Chicago; H. B. Perine, of Perine Bros., Kansas City, Mo.; J. C. McDermott, representing Central Granaries, Lincoln, Neb.

The following dealers attended: George S. Hayes, Hastings; W. T. Oates, Oxford; Adam Schaupp, Loup City; J. M. Grace, Mascot; Edward C. Van Allen, Platte Center; J. E. Burgner, Elm Creek; P. H. Gupton, Oxford; W. H. Lewis, Alma; J. W. Holmquist, Oakland; W. F. Gillispie, Mynard; P. Decker, Ashland; S. T. James, Alvo; G. C. Doehling, Bruno; J. H. Swan, Moorefield; F. E. Crocker, Liberty; M. McSwiney, Dawson; J. M. Elwell, Springfield; Frank Hendrickson, Prairie Home; Thomas Hedges, Panama; W. W. Campbell, Chester; W. H. Irland, Weeping Water; J. Peterson, Glen Rock; J. O. Hubbell, Bradshaw; Ed. Wuenzel, Eagle; J. J. Wilson and L. W. Wilson, Merna; N. Jacquot, Merna; Jos. Tighe, Wabash; T. L. Stewart, Palmyra; Robt. Beckord, Waco; C. C. Conner, Ohiowa; W. A. Forsyth, Loomis; P. S. Heacock, Falls City; George Milburn, Minden; M. B. Harrison, Havelock; C. A. McCloud, York; A. L. Johnson, Crete; F. P. Van Wimpkle, York; William Gehrke, Shickley; C. Bengen, Miner; C. F. Iddings, North Platte; W. Chapman, Callaway; J. Dickson, Panama; E. McCann, Hastings; W. Smith, McCool Junction; H. J. Collen, Auburn; E. E. Day, Weeping Water; J. Bell, David City; George S. Gould, Bellwood; Frank Real, McCook; W. W. Cameron, Chester; A. R. Cruzon, Curtis; L. Spelts, David City; E. R. Spencer, Lincoln; A. C. White, Friend; William Burk, Friend; J. Windle, Salem; G. M. Snyder, McCool; M. E. Duff, Nebraska City; J. H. Curyea, Bradshaw; J. V. Ainsworth, DeWitt; Henry Ossenkop, Walton; O. A. Cooper, Humboldt; E. Soderman, Bertrand; G. Wirt, York.

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Head-of-the-Lakes elevators are all full to overflowing. Duluth has over 20,000,000 bushels in store and West Superior something over 16,000,000.

The boss scooper at Buffalo has been sent to the rear of his saloon, and hereafter the longshoremen handling grain will be paid by the contractor by the hour.

A customer of John F. Howard, with Merrill & Lyon, Chicago, recently shipped him a car of corn containing 78,000 pounds. This was not the kind of corn that Tyler and Taylor husked at the Decatur Corn Carnival last year, either, but good No. 2 stuff.

Deputy grain inspectors for Kansas City, Kan., were appointed March 22 as follows: W. J. Graham of Kansas City, chief deputy; Charles E. Lowe of Kingman, J. P. Chess of Burlington, John Hugos of Norway, A. McPhail of Bridgewater and S. H. Nikirk of Junction City. The chief clerk of the state grain inspector is A. D. Crotts of Pretty Prairie.

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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., APRIL 15, 1899.

Official Paper of the Illinois Grain Dealers' Association.

## THE TAX ON BOARD OF TRADE TRANSACTIONS.

The Supreme Court of the United States has sustained the validity of the tax imposed by the War Revenue Measure upon sales of grain and other merchandise on boards of trade and similar commercial bodies. This was done on April 3 in an opinion handed down by Justice Peckham.

The tax, small as it might seem in an individual instance, has proved a very heavy burden to traders. Four cases were taken up from Chicago to test the law, and in the adjudication of these cases the law was sustained on the ground that the stamp taxes required on exchange transactions are not direct taxes, but "duties or excises laid upon the privileges, opportunities or facilities offered by such institutions for the prosecution of business." The Chicago Board of Trade was treated by the court as a type of exchanges all over the country, and the decision applies to all such institutions. It seemed as if pretty good ground existed for attacking the validity of the law. The principal point urged was that the tax imposed by the War Revenue Law was a direct tax. It was contended that a tax upon sales is virtually a tax upon the property itself. Further, that the tax must be considered a direct tax, because it cannot be shifted, but must be paid by the sellers on the exchange. A further point was that even if the tax be construed as an indirect one, it lacked uniformity, because not imposed upon all sales wherever made.

It might be interesting to follow the reasoning of the court, but it is hardly necessary. In short, the court parried all the points by construing the tax as one levied upon "opportunities," "facilities" and "privileges." Enough said. But the court did not explain, just the same, why these "privileges, opportunities and facilities," not granted by the government, but created by association, should be a legitimate subject for onerous taxation.

## REMOVAL.

Congratulate us. The offices of the "American Elevator and Grain Trade" have been removed from the old quarters in the Howland Block, where it had been domiciled for seventeen years, to new, clean and roomy quarters at 315 Dearborn Street, in the Manhattan Building. This last is one of the finest fireproof office buildings in Chicago, and our offices on the second floor, with ample space and modern appointments, are in marked and pleasing contrast with the old quarters. While there was some regret at leaving the birthplace of the "American Elevator and Grain Trade," the growth of business imperatively demanded larger and better accommodations. The new location is three blocks south of the old office. Call and see us when in Chicago.

## MIXING HOUSES.

The action of the Winnipeg Grain Exchange in condemning mixing of grain, a position in which it is supported by the Standards Committee and by the western members of the Canadian Parliament, at whose request the Minister of Inland Revenue has promised to "look up the matter," has been the occasion of numerous letters on the subject of mixing houses in this issue, in which the question is discussed from various sides.

The opinions, as usual, are variant. The millers condemn the practice as unqualifiedly as do the most radical of the Winnipeg shippers, but from the standpoint of the grower and shipper there is little question that the system of mixing is a benefit to them, in so far as it makes a market, at a price, for inferior grain. The last word on this subject has not been said, however, and we would like to hear from our readers more about it.

## KANSAS ANTI-TRUST LAW.

The new anti-trust law went into effect in Kansas on April 4. A peculiar feature of the law is its naming of specific interests which may not combine, to wit, shippers of grain, hay and seeds and live stock dealers, warehouses and railroads—all interests dealing exclusively, except in the case of railroads, with products of the farm only.

There is, of course, no means of knowing what will happen in Kansas—there never was, in fact; but in other states a similar law would most likely be unceremoniously brushed aside by the courts as class legislation of the rankest type; either all interests should be forbidden to combine or none should be.

The law also specifically makes it an offense, punishable by fine of $1,000 to $5,000, for persons to combine with others within or without the state for the purpose of preventing producers from shipping their own stuff, which, of course, is aimed at the grain shippers' efforts to preserve their business and to prevent the exchanges from enforcing their rules prohibiting members from selling for less than the regular commission.

The law also forbids dockage, this section being framed to make dockage a conspiracy to "defraud [any shipper] out of any portion of the net weight of any consignment," etc., it being, of course, inconceivable to the rural legislative mind that any farmer could accidentally unload a stone wagon or other refuse into a car loaded with his own wheat, or that if he did his wheat should be docked for the accident. However, this feature of a former law was declared unconstitutional—the courts properly conceiving dockage to be a rational business penalty.

## WINTER WHEAT.

Reports of the winter wheat crop are quite often of a gloomy cast at this time of the year, but this season crop damage bulletins have not only been of an unusually melancholy hue, but have been remarkably numerous. While the market has not responded to any considerable extent to the reports of crop damage, this is not because they are conflicting. On the contrary, they seem to be all pretty much of one tenor, reflected by the Government Crop Report for April 1, made public on April 10, and published elsewhere. Indeed, the government report may be taken as a fair average of all the others, showing in 26 states a condition of winter wheat below their ten-year averages. In some districts all accounts agree that the damage has amounted to ruin; in others, apparently the damage was overestimated at first. Reports issued since the data of the government report were compiled are not reassuring, and the government figure of average condition, 77.9, may be accepted as conservative.

## THE WAREHOUSE BILL.

The Herron bill, repealing the law enacted two years ago allowing public warehousemen to deal in grain, was passed by the House of Representatives on March 29, almost unanimously, there being only eight votes in the negative.

The chief and about only speech made against the bill was by Alschuler, a democratic member from the Kane County (Aurora) district. Mr. Alschuler, who in the main is a very sensible man, and has proved a useful member, had evidently become rattled in this particular instance, and opposed the bill because, he said, "the grain dealers' association, which is working for the repeal, is a trust." Mr. Alschuler's nose for trusts must be very keen, for he is said to have quoted from its constitution to prove his contention.

Mr. Alschuler also opposed the bill, because, he said, "it was proved to us that the passing of this law enabled warehousemen to pay even more for grain than was paid under the ordinary state of affairs when they had not the right to buy grain. Many farmers and many grain men in my section earnestly entreated me at that time to vote for the passage of the bill which it is now sought to repeal, and not one of them has asked me to help repeal that law." This, of course, is a more difficult argument to controvert, but it certainly is a curious fact that only eight members of the House

came to see it through Mr. Alschuler's glasses.

The bill was then sent to the Senate, by which, on April 5, after some discussion, it was referred to the committee on warehouses. Its fate in the upper house is thought to be problematical, and its friends will do well to keep watch of it there.

## BOARD HELPS THE BUREAU.

The Kansas City Board of Trade, which recently forced all its members out of the grain dealers' associations, did a clever thing the other day when the associations' Check Weight Bureau, in spite of its reduction of operating force, got hard up for funds to pay current expenses, by loaning the Bureau the sum of $500 to tide it over the present dull shipping season.

The only source of income of the Bureau is a fee of 25 cents for each car checked, and as the receipts of grain have recently declined to a marked degree there have not been collections enough to pay the expenses of the Bureau. The Board showed its belief in value of the Bureau to the market and its good-will to the associations alike by advancing the sum named to keep the Bureau going. The money is a loan, to be repaid by the Bureau when possible.

The National Association's shortweight committee, which proposes to establish similar bureaus in other markets, charging a fee of 15 cents per carload, may find a word of cautious advice in this temporary predicament of the Check Weight Bureau to have their plans well matured before starting in to establish bureaus at points whence, as the committee says, in the letter read at Council Bluffs, there come no serious complaints of shortages.

## THE BUFFALO ELEVATOR POOL.

The Buffalo Elevator Pool, which a year ago became moribund and went to pieces, has been revived; or, at least, the 21 railroad houses in the harbor have agreed to pool their issues and earnings.

There are certainly some advantages to the vesselmen in such a pool, and, indirectly, therefore, to the grain shippers in a rush season. The existence of the pool makes the harbor, as vesselmen say, an "open port," where ships unload into any elevator, thus avoiding those long and costly waits which characterized the busy parts of last season, during which vessels could unload only into houses named as consignees in bills of lading. The pool, therefore, will facilitate the movement of grain and simplify existing differences between shippers and vessel owners with reference to the form of the bill of lading, which the latter had, during the winter, been insisting should be remodeled to contain a clause allowing liberal demurrage for delays at elevators.

To the Western shipper the most important question is that of the pool's transfer charge. Under the old arrangement this was $\frac{7}{8}$ cent per bushel, but during the break-up of last season there were times when there was only a nominal elevator charge at most. Such a condition manifestly could not long obtain and maintain the elevators. For this season the charge has been fixed by the pool at $\frac{1}{2}$ a cent, including loading into the cars. If this means only what it says, is simply the transfer charge, it is considered too high; but if it includes also 10 days' storage, it will be deemed reasonable and fair.

On this basis the pool will not be objected to, for on receiving reasonable compensation for its elevator service the pool should be able to effect the forwarding of grain exactly as the conditions of the trade demand.

There are also four elevators outside the pool. These are the canal houses, so-called, having no railroad connections, but good water frontage, and are thus able to look out for themselves. Their position in the trade will no doubt, if they maintain a competitive attitude to the pool, be a sufficient preventive of any attempts at extortion by the pool.

## A SPECIAL ISSUE.

The issue of the "American Elevator and Grain Trade" for May 15 will be a notable one. It will take on extra pages and will present its readers with a number of special articles, illustrations and other features which we think will be both valuable and interesting to the trade. We intend to make it the handsomest as well as the largest and best issue of any journal ever circulated among dealers and elevator men.

We have never before indulged in a special issue, but at this time of general expansion we think such a number as we have in view will serve more than one laudable end. For one thing, it will afford advertisers an unusual opportunity, which we are sure they will appreciate.

## UNSTAMPED GRAIN CHECKS.

It was at one time thought that a form of grain dealer's check, or ticket, to be cashed by a bank or other third party, had been devised which would not require the affixing of the two-cent stamp. The "American Elevator and Grain Trade," in fact, in the September number, referred to such a form which had received the indorsement of the Internal Revenue Commissioner, but as the Commissioner saw fit to change his mind and to rule that no form of check could avoid the tax, this paper found it necessary to warn its readers in October that "you can't save two cents." It seems, however, that certain mentors of the grain dealers have since then insisted that they could save those two cents on their checks if they would use a check, or ticket, or receipt—as it was variously called—of a certain form, and have thereby gotten their friends into trouble.

A very recent case is reported from Yankton, S. D., where Wilcox & Williams, grain dealers, were recently held to the United States Court for trial, having, it is charged, used no less than 1,000 checks without affixing the proper stamp. Their practice was to buy and weigh at their elevator and pay by ticket or check drawn on and paid by their down-town office, this memorandum being in the following form:

Yankton, S. D., April 15, 1899.
Received of John Brown, or bearer, for fifty-four 40-60 bushels wheat at 56.
(54-40-60.) B. S. WILLIAMS.

Messrs. Wilcox & Williams disclaim any intention to violate the law. They acted on the advice of their attorney and they maintain that the checks are receipts which were cashed by themselves directly and not through a third party, as assumed by the revenue officers.

The issue of this case will be noted with interest, for on the face of things it is difficult to see how the "third person" contemplated by the law is other than technically present. The case, however, is enough to suggest that the difficulties of legally evading the tax are too great to warrant the attempt.

## THE TWO-CENT LOADING FEE.

The two-cent loading fee, the agitation for which is one of the raisons d'etre of the Grain Dealers' National Association, received a very black eye at Toledo recently. The full import of the situation cannot be known until a formal decision is announced by the Interstate Commerce Commission, but at least the difficulties in the way of grain dealers' getting the fee are made measurably clearer.

Complaints had been made from various quarters to the Commission that the Lake Shore, Nickel Plate, B. & O., Cincinnati Northern and Pennsylvania lines, in the "Ohio Corn Belt," had been shipping grain at the regular rates and then paying elevators at interior points two cents a bushel "commission for handling" corn and wheat and one-half cent for handling oats. This, it was charged, amounted to a secret cutting of rates. Previously unsuccessful efforts had been made to secure indictments for the two roads last named, but the Cincinnati Northern stopped paying the commissions.

At the investigation of the matter at Toledo April 5 freight agents of the Cincinnati Northern, the Nickel Plate and the Pennsylvania lines all testified that "the commissions are an evil and ought to be abolished." Even the course of the B. & O. road of leasing its elevators at a nominal figure, was condemned as equivalent to the payment of commissions. Gen. Ft. Agt. Orr of the Pennsylvania impliedly indorsed this view by testifying that his company had been paying such commissions for forty years, as a result of the Lake Shore's practice of renting its elevators to shippers at nominal rentals, begun that long ago.

On the whole, the situation is not encouraging to advocates of the loading fee. The theory that it amounts to a cutting of rates, unless the fee is paid to all shippers on all lines, is certainly difficult to controvert, and indeed the hope of many dealers has been that if paid to warehouse owners the fee would enable them to beat the scalper in their territory at his own game. That the loading fee is per se a just compensation to the elevator owner can hardly be questioned by the railroads or the commissioners, but the Toledo incident exposes the difficulties in the way of having the fee allowed generally, and of the immensely greater difficulty of having it paid, as some of the members insisted it should be paid, only to members of the Grain Dealers' National Association.

The Internal Revenue Department, in a recent decision, holds that both the original and the duplicate of margin certificates must be stamped, the contention being that "the principle is the same as that applied to drafts."

# EDITORIAL MENTION

Peoria handled 30,325,230 bushels of grain in 1898, and some whisky, it is rumored.

The demurrage bill got its quietus at Springfield on April 6, after a hard fight by shippers generally.

It is hinted from Springfield that the warehouse law repeal bill will be buried in the Senate Committee's pigeonhole.

The corn propagandists have gotten through the Illinois House an appropriation of $24,000. The Senate is yet to agree to it.

The smell of drying grain kills men in Buffalo, the health officer says.. His patients ought to try Chicago River once this summer.

A. E. McKenzie, the new grain inspector of Kansas, entered upon the duties of his office on April 10. He will maintain his office in Kansas City.

The railroads have reduced the tariff on oats from Chicago to New York from 20 to 17 cents. The export rate is 15½ cents and goes into effect April 15.

Those who are interested in practical grain drying, to secure best results, will find valuable suggestions in the letter of Mr. Joseph G. King of Port Arthur in this issue.

The other fellow having had his innings, the Southern Grain Association has adopted the policy of, "Official weight and inspection and pay as we do—cash." It is a plan good enough for anybody.

Secretary Tyler's and Vice-President Greeley's work in behalf of the warehouse bill repeal was very effective in the lower house. It is rumored the bill will not have such clear sailing in the Senate, however, and will need attention.

A meeting of the Grain Dealers' Association of Southeastern Iowa will be held at the National Hotel, Peoria, Ill., on Monday evening, April 17, beginning at 7 o'clock. Every member and friend of the Association is urged to attend.

President Hill of the Great Northern talks a good deal at times, but then, a man is entitled to talk who can also do something, as Kipling says. And a 6,000,000-bushel elevator at the Head of the Lakes and a big grain warehouse and docks at Seattle is a big season's work for any man—even Jim Hill.

The letter of H. A. Waldron, in the Communicated department, gives the other side of the elevator story in the Northwest—that of the independent buyer and elevator owner. While there is no reason for the regular dealers to be alarmed at the Grain Growers' Association movement, there may be a duty in the premises which the line houses ought not to forget, and Mr. Waldron points it out.

The differences over distributing spouts, between the elevator builders have been adjusted and the suits dismissed. The patents have been assigned to D. A. Robinson, who is now sole owner of the patents that were in controversy.

The farmer-politicians of Minnesota are still talking farmer elevators, and our correspondents from the Northwest this month continue to tell us of the farmers' elevators' difficulties. The letters are worth reading and are encouraging to the regular dealers.

The Grain Growers' Coöperative Association of Minnesota, on April 4, made arrangements with a Minneapolis broker to handle the Association's members' stuff and divide the commissions with the Association, the latter's share to be expenses with one-fifth added.

The Illinois Legislature has tackled the job of reducing the weight of a bushel of corn from 70 to 68 pounds. This is easy enough, perhaps, but it is something different to make the grain dealer pay the price of 70 pounds of grain when he gets only 68 for his money.

The Northern Publishing Co., Ltd., publishers of Broomhall's Corn Trade News of Liverpool, England, gives notice that beginning March 10 last Mr. A. H. Parnall will act as manager of the company's New York branch, holding full power of attorney to receive payments by check, etc.

Secretary Smiley has forwarded to the members of his association an opinion from a competent attorney on the laws of Kansas relative to landlord's and chattel mortgagor's liens on grain. They are such that grain buyers must be cautious in buying or making advances on grain grown by tenants, the decisions of the Supreme Court of the state holding that the law presumes that the grain buyer has had notice of all such liens if he purchases encumbered grain.

The experiment of feeding scorched grain to beef cattle seems to have proved a failure at Toledo, where some 600 head were fed on grain from the ruins of the Union Elevator. The failure appears, however, to have resulted from the wretched manner of caring for the cattle—which were confined in shelterless pens reeking with mud and filth, a nuisance to the neighborhood and a plague to the cattle, many of which have died—and not from the character of the feed itself.

There have been rumors of a wheat corner at St. Louis, in connection with which the name of the Francis Commission Company has been mentioned. Mr. W. P. Kennett of that company, in a recent interview, did not deny the impeachment of being a heavy buyer, but he protested that "Corners are obsolete. The whole world is a big wheat market, and to corner the market is a big undertaking." Verily, the wise man learneth wisdom and the other fellow pays therefor. It is observed, however, by readers of Boston papers, that the farmer's friend, Joseph I., is still giving bull pointers on wheat, just as though nothing had happened.

The Executive Committee of the Winter Wheat Millers' League is in session at Chicago as we go to press, with a committee of the Central Freight Association. The millers are protesting against the discrimination in freight rates to the seaboard in favor of wheat as compared with the ground product.

Broom corn was pulled up another $10 hole a week ago by the dealers at a meeting at Charleston, Ill. The Association (Central Illinois Broom Corn) then adjourned to meet in May, when the pull will no doubt be repeated. The historical cinch isn't in with this broom corn article—if one has corn to sell.

Denis Kearney of sandlot fame, has become a wealthy operator on the stock exchange at San Francisco, and is said to be the owner of a fortune of no less than $200,000, the foundation of which was laid in wheat during the Leiter deal. He shorted at the critical moment, and, alas, Deniskeareyism is now short a disciple.

The Minnesota Legislative inquiry into the methods of the state inspection department still continues, with doubtful success in the way of accumulating information of any practical value, save men are fallible and that a board of appeals immediately accessible when needed may be able to grant relief from errors of inspector's judgment. That relief the Legislature would seem to have supplied by the McCollom bill.

The Minnesota Grain Inspection Department has issued a pamphlet "giving general information concerning state inspection, weighing and handling of grain" and the regulation of public warehouses. Considering the amount of uproar in Minnesota of late, occasioned by the work of this department, or by the farmers' conception of it, the pamphlet would be opportune if it had only come earlier. As it is, "better late than never."

A Toledo lake captain says he remembers a case where a cargo of grain loaded at a Detroit elevator, owing to the vessel's springing a leak, had to be discharged into the same elevator. When the grain was put back into the elevator there was a shortage of 60 bushels and the elevator presented a bill for the grain! The captain's language is said to have been much more "shy" than the cargo when it came to expressing his feelings under the circumstances.

During the approaching season of lake navigation much different conditions will no doubt obtain than existed last season. During the fall a large amount of tonnage was removed from the lakes to the Atlantic, and owing also to the enormous demand for space for ore, there is now a decided shortage of vessels to take out the grain in store in the western elevators. There are, of course, an unusual number of vessels at Buffalo which ought to be in the West, detained by delays in unloading last fall, but the actual apparent shortage of vessel room is unquestioned. The western elevators are

full of grain, and rates are firm at more than double those current for most of last season.

The grain trade finding a market at Chicago are indebted to Board of Trade Weighmaster H. A. Foss for bringing about the beginning of the end at Chicago of that system of petty thievery known as "sweeping out the cars." On Mr. Foss's urgence the custom of letting this job to bidders has been abolished by the C., B. & Q., E. J. & E., C. & A. and C., R. I. & P. roads, and the I. C. and W. I. have announced their intention of doing the same. It is believed that soon all the roads carrying grain into this city will, as in justice they ought to, see that all grain is cleared out of their cars and sent to the elevator scales to the credit of the consignee before cars leave the elevator dump.

The story comes in from Cincinnati that grain buyers in the South are able to buy on the old terms of "pay when we please," and "as we please," the new rules of the Southern Grain Association notwithstanding. According to the Enquirer, one broker has even accused members of the Association of violating their agreement to abide by the Association rules, etc. It is possible some Southern dealers may be able to get stuff, as formerly, on their own terms, which were no terms, but that within less than a month of trial reputable members of this Association should deliberately give up a good one and go back to a system as disgusting from a business point of view as a hog returning to his wallow, we are not yet ready to believe.

Elevator men who take chances storing farmers' grain will be interested in the future of L. E. Cowdery and J. G. Wheeler, forming the late firm of Cowdery & Co. at Mantorville, Minn. They stored grain for certain farmers, but, unfortunately, failed about a year ago. Since then the numerous holders of warehouse storage documents have been demanding their grain, which Cowdery & Co. could not produce. On April 10 they were indicted by the grand jury and Cowdery & Co. will now endeavor to escape a jail storage. There is only one safe way to store grain, and that is to store it and charge for the service. Selling some other man's grain is never safe business—the owner always demands his own at the most inopportune moment.

The government's monthly crop report is getting raps from every quarter. Its latest critics are the late Farmers' Convention at Fargo, N. D., which asked that it be abolished in toto—the farmers there having tired of its everlasting bearishness; then came ex-Secretary Morton, who has made them himself, who says the present system is "entirely wasteful and inutile;" and last of all comes the Clarksonian Des Moines Register, whose faith has been rudely jarred by and which characterizes the March report as "a scheme to buy the corn." We really wouldn't like to repeat the Register's insinuations about the "influence" of speculators and all that sort of thing; but, really, when the childlike faith of the Register in any doings of "the administration," much less of the agricultural end thereof, begins to waver—nay, actually yields to the tempter of doubt—it's time for the department to pull itself together and find out where it is at, so to say.

A telegram from Wichita, Kan., April 9, repeats the old fable of a farmers' trust, or combination of Kansas farmers to hold wheat until May gets sky high, and then let her go. This sort of thing bobs up about every so often in Kansas or Indiana, but there always seem to be some wicked farmers who won't play on the cellar door, and the scheme fails. It's really too bad, for one would like to know what would happen if one of these combinations could only succeed in combining.

At Montrose, S. D., about 100 farmers (and a smooth promoter?) are talking of building a 50,000-bushel elevator. The historian of their meeting says: "A feature of the plan is the obligation taken by the stockholders to sell their grain at the new elevator, and to forfeit all rights and stock if found selling to a line company." It is a safe wager that if such a company is ever formed, which is doubtful, it is doomed to failure, for self-evident reasons. If the new elevator can do better by its customers than the line house, it will get the business; if it does not it could not get grain, even with Miles' army behind it to enforce its claims. Human nature is "not built that way."

Mr. B. F. Ryer, who for the past four years has been secretary of the Huntley Mfg. Co. at Silver Creek, N. Y., manufacturers of the Monitor Cleaning Machinery, has resigned that position to resume his old one as general western agent of the company, with headquarters at Chicago, as of old. The board of directors of the company passed a flattering resolution voicing their appreciation of Mr. Ryer's services as secretary. Mr. Ryer made a record to be proud of prior to going to Silver Creek, as general agent for the Monitor Cleaners, and thus returns to a territory where he is particularly well known to the grain handling public and where he will no doubt win new laurels. In common with a host of friends we are glad to welcome him back to Chicago. He may be addressed for the present at 32 Traders' Building, Chicago.

On April 12 the Interstate Commerce Commission rendered a rather unexpected decision in the corn rate case. At the hearing in this city, reported on another page, to put it mildly, a strong showing was not made that the rate on export corn from trans-Mississippi points was affecting the shipping interests of Chicago and Illinois injuriously. That a discrimination existed on the face of the rates could not be denied, but nobody seemed anxious to push the matter very hard. The rate from river points, made in January, was reduced to 13½ cents, while the rate from Chicago was only reduced to 16, and from Peoria 17½ cents. The Commission declined to decide whether the old relation of Chicago and Mississippi rates was equitable, but did find that the new rate subjected Illinois corn to wrongful prejudice. It held that making the through or combination rate on export corn from any point in Iowa lower than from any point in Illinois was a violation of Section 3 of the Interstate Commerce Law.

# IN THE COURTS

Dewitt Mesick, a grain dealer at Springfield, Mass., has filed a voluntary petition in bankruptcy; liabilities, $9,087; nominal assets, $9,082.

A petition for involuntary bankruptcy has been filed at Omaha against Edwin E. Carpenter, operating as the Port Arthur Export Company; claims filed, $834.48.

Eugene E. Adams, owner of a grain elevator at Fortieth and Wallace streets, Chicago, made a voluntary assignment, March 26; assets, $28,500; liabilities, $29,200.

In the case of State vs. John Service, heard on demurrer at Spokane, Wash., March 26, the court overruled the demurrer, thus sustaining the state law requiring transportation companies to receive carloads of grain for transportation at the rates prescribed by law.

In the cases of the St. Anthony and Dakota Elevators vs. the County Treasurer at Grand Forks, S. D., the court has ruled that the assessment equalization board cannot act as assessor to assess as the property of a grain firm or elevator the grain of an individual stored therein.

In the case of Jesse L. Shepherd vs. Geo. F. McIntyre, a farmer living near Warwick, Md., a suit on a verbal contract to sell certain quantities of wheat, the jury gave the plaintiff judgment for 33 cents a bushel on 2,200 bushels, the farmer having defaulted his contract to sell at a price he himself said was all right.

In the case of Owen J. Evans vs. Yorkville and Mt. Pleasant Insurance Company, the court at Racine, Wis., March 14, ruled that flaxseed is grain. Lightning struck plaintiff's flax stacks, which were burned with a loss of $300, and insurance of $200. The company refused to pay the loss because, as they alleged, flax is not grain.

The case of Hoffman vs. Dixon was non-suited March 23 at Kenosha, Wis. R. M. Dixon had sold M. L. Hoffman a quantity of mustard seed, supposing it to be rape seed. The seed was planted and did great damage to plaintiff's land and crops. The court held that the plaintiff had had an opportunity of examining the seed, and being bound to take proper precautions in buying, and having accepted the seed, he did so at his own risk.

Stockdale & Dietz, barley dealers at Walcott, Iowa, have been sued by the Rock Island Brewing Company. The latter claims that the defendants agreed to deliver to the Brewing Company 10,000 bushels of barley at 38 cents on track at Rock Island on demand, and 20,000 bushels at 40 cents, but actually delivered but 15,536 bushels on both contracts. The Brewing Company sues for damages on the basis of a price of 51 cents per bushel.

Chas. T. Smith, a farmer, had in store with one Harrington, an elevator man at Marseilles, Ill., a lot of grain, which, when Harrington failed, was seized by Harrington's creditors and sold by the sheriff for their benefit. The Appellate Court of the Second District of Illinois at Ottawa, reviewing the case, said that whether Harrington was a public warehouseman or not, Smith did not lose title to his grain because it was stored in Harrington's elevator, and that, too, notwithstanding the only compensation Harrington received for the storage was that he should have an opportunity to buy and handle the grain.

In the case of Jas. Orth & Co. of Milwaukee against Globe Elevator Company of Duluth, tried at Milwaukee, the court found, April 3, for the Elevator Company. Last year Orth & Co. bought of the Elevator Company 30,000 bushels of No. 2 Northern wheat. When the market declined, the Elevator Company called for margins which Orth & Co. refused to put up. After notice that unless the margins were put up the deal would be closed, the elevator closed out the deal at $750 loss to itself. The market afterward advanced materially; then Orth & Co. sued for the amount they claim they would have been able to make ($3,750) if the elevator had not canceled the trade with them.

# Trade Notes

The Jeffrey Manufacturing Co. of Columbus, Ohio, will build a new foundry, having two cupolas.

E. H. Tromanhauser of Minneapolis has secured the contract for E. S. Woodworth & Co.'s new elevator in that city, which will cost about $10,000.

A. V. Cleland of Minneapolis, who manufactures the Expert Grain Cleaner for farmers' use, received the prize for the best seed cleaning machine awarded at the Grain Growers' Convention held at Fargo recently.

The Link Belt Machinery Co. of Chicago are having plans prepared for an addition to their plant to be used as a wrought-iron foundry. The building will be of brick, stone and steel, 200 feet square, and one and a half stories high.

H. W. Caldwell & Son Co. of Chicago are having plans prepared for a large rolling mill, machine shop and power house, to occupy a portion of the large factory site which the company recently acquired, and on which other buildings will later be erected.

Chicago machinery makers and dealers report trade as reasonably active. Dealers in tools, supplies and parts report difficulty in getting orders filled promptly by the manufacturers. Prices are adjusting themselves constantly in keeping with the advance in prices of raw material.

The United States Commission to the Paris Exposition states that all who intend to exhibit there must notify the commission at once, in order that they may be considered in the allotment of space. The Chicago office is in the Auditorium Building, and the New York office in the Equitable Building.

The American Manufacturing Co. has just been incorporated at Des Moines, Iowa, with a capital stock of $15,000. The incorporators and board of directors are A. R. McConnell, G. G. Stevens and W. T. McConnell. The company will manufacture elevator and mill supplies, among which is a grain trimmer for loading cars, the invention of Mr. Stevens. The property of Stevens, McConnell & Co. has been transferred to the new company.

On March 1 the two well-known firms of James L. Record and The Barnett & Record Company, grain elevator builders and contractors for all kinds of heavy work, of Minneapolis, Minn., consolidated as The Barnett & Record Company. Mr. Record will be the manager of the new company, otherwise no changes will be made. The firm starts out this spring with a number of large contracts on hand, with indications pointing to an exceptionally busy season.

H. W. Caldwell & Son Co. of Chicago have issued a new catalogue No. 25. It is handsomely and durably bound in flexible linen covers, and contains 380 pages. The elevating, conveying and power transmission appliances which it describes are the highest attainments of this company's 25 years' continuous labor in this particular field. This new catalogue lists and describes the Caldwell Helicoid Conveyor, with flights made of a single strip of metal, without laps or rivets. The company desires that all who are interested in this line of goods should request a copy.

The S. Howes Co., Silver Creek, N. Y., write us under recent date as follows: The past month with us has been an exceptionally busy one, in regard to orders, and we have kept our men working day and night. We have received a very large foreign order for our celebrated Eureka grain cleaning machinery. We are also in receipt of a large order from the coast for our Eureka Two-Fan Elevator Separators. We have only recently placed this machine on the market, but like our standard Eureka machines, it will soon become the favorite with all elevator men and others using separators of this kind. Our president, Mr. Louis E. Barbeau, with his wife, has just taken his vacation down in his grove in Florida. He will journey on from there to Kingston, Jamaica; Havana, and our other new colonies, spending two or three months in the tropics.

Moore & Lorenz, of Chicago, Ill., manufacturers of elevating and conveying machinery, after May 1 will be located at 113-123 South Clinton street and 60-66 West Monroe street. At their new location they will have better facilities than ever for taking care of their increasing business. The firm extends a cordial invitation to the entire trade to visit them in their new quarters.

Business has at last entered into the promised land of Prosperity. The grain trade occupied an advanced position in the caravan, and is now in the full enjoyment of the fruits of these improved conditions. Our Special May Number, announced elsewhere, will attempt to reflect the current prosperity in a way that will be interesting and valuable to all. In short, it will be just the time and just the medium in which everyone catering to the trade should make their announcements. If you have anything for sale and want the whole trade to know it, write us at once and ararnge for suitable advertising space, at our regular rates.

## W. W. CULVER.

W. W. Culver, who on April 10 was succeeded as chief grain inspector of Kansas by A. E. McKenzie,

EX-GRAIN INSPECTOR W. W. CULVER.

has opened an office in the Board of Trade building, as commission merchant and receiver.

Mr. Culver, as our readers will remember, is an experienced grain man, having been in the business for over twenty-five years. Born and raised on a farm, he became a grain dealer after having first been an elevator employe; and then was promoted official inspector. He was the first inspector under the Kansas law giving the state officials full control of the inspection and weighing of grain, and as such upon him devolved the duty of organizing the department and creating the system now in force. That he succeeded in making an efficient department which he maintained with credit to himself and profit to the grain dealers of Kansas and other shippers to terminal elevators in Kansas during the two years of his incumbency, all will agree. His relations with the trade, moreover, have always been cordial and friendly, and in return for his efforts to benefit the grain business in Kansas, he has received both their confidence and respect.

Some apparent, but hardly real, friction occurred between him and the Kansas Grain Dealers Association during the last few weeks, growing out of the criticism of his weighers at the late Topeka convention. Mr. Culver in his reply to Mr. Cortelyou's strictures at that meeting, in an open letter now familiar to the trade, did not question the value of the check-weight system nor fail as an official or mentor to greet it cordially, but he did deny that his own men had been "criminally careless," or that the Bureau's employes were doing anything different or more than his employes were and had been doing in the six elevators under his control in Kansas City, Kan., whatever might be going on in the twenty-one other elevators in Kansas City, Mo., not under his control.

Furthermore, Mr. Culver still contends that the true remedy for shortage is not in checking the weights of carloads, a system which makes no provision for recovering for the shortage noted by the check men, but rather that it may be found in the law of Kansas of 1893 (Chapter 100), which provides that the railroad shall (under penalty of $100 for failure to) issue a clean bill of lading, or receipt, to the shipper, and be responsible for the weights indicated thereon; in short, that the railroad must make good all losses proven by the shipper to have occurred. This law, though it still exists, has never been enforced.

The friends of Mr. Culver will congratulate him on his success as a public official, while the trade of Kansas City will welcome him as a desirable addition to their numbers, and, without doubt, will wish him, as we do, every success for the future.

# CHAFF

The linseed oil mill at Denison, Texas, will be rebuilt by the trust.

The corn movement to Duluth practically closed March 16, when the storage space was exhausted.

The Chicago Grain Door Company, Chicago, has increased its capital stock from $15,000 to $100,000.

There is due the Dominion government $153,602 from 5,384 farms in the Northwest for advances of seed grain.

Grand Rapids is the seed market for Northern Michigan, and handles about 10,000 bushels each spring in that trade.

Canada's exports of grain in 1898 were almost double those of 1897, being $33,783,000 in 1898, against $17,432,000 in 1897.

Implement dealers note a heavy demand for drills and harrows in Manitoba, March shipments thither breaking all previous records for spring goods.

On April 2 the Fitchburg elevator loaded 40,000 bushels of grain into a steamer in less than 40 minutes. This is said to beat all previous loading records.

The Kansas City Board of Trade has decided to abandon the project of issuing a daily market bulletin for the present, and will provide their customers with free copies of any evening paper of Kansas City they may select.

The Farmers' Elevator at Portage la Prairie, Manitoba, having defaulted the interest for several years on a mortgage of $20,000 to the Rural Municipal County, the latter has ordered its attorney to give notice of proceedings for foreclosure.

The Kansas City Board of Trade Clearing House Association has been organized, and all stock paid in. The officers will be I. H. Hiddleston, president; C. C. Orthwein and W. T. Kemper, vice-presidents; E. O. Moffatt, treasurer; J. Chisholm, secretary.

A large delegation of Cincinnati and Louisville grain dealers came to Chicago on the 12th to consult with the Chicago shippers to the South with reference to securing uniformity of inspection and grading and in making prompt collections; in other words, to secure members of the new Southern Grain Association.

The Lake Carriers' Association, on the 12th, at Cleveland, amended the bill of lading issued by grain vessels so as to provide for a demurrage charge of 5 cents per ton of cargo per 24 hours or part thereof detention after 36 hours after arrival. The question of shortage will not be referred to in the bill this season.

## RANGE OF PRICES AT CHICAGO.

The daily range of prices for cash grain at Chicago for the month ending with Apr. 12 has been as follows:

| March. | No. 2* R.W.Wht. Low. | High. | No. 1 No. Sp. Wht. Low. | High. | No. 2 Corn. Low. | High. | No. 2 Oats. Low. | High. | No. 2 Rye. Low. | High. | No. 1 N.W. Flaxseed. Low. | High. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | | | | | | | | | | | | |
| 13 | | | 69½ | 69½ | 33¾ | 33¾ | 26¾ | 26¾ | | | 121 | 121¾ |
| 14 | | | | | 33⅝ | 34 | 27 | 27 | 55½ | 55½ | 122¾ | 123 |
| 15 | | | 70 | 70 | 34 | 34 | 26½ | 26⅝ | | | 122⅛ | 123½ |
| 16 | 70 | 70 | | | 33⅛ | 33¾ | | | 53¼ | 53¼ | 123 | 123 |
| 17 | 69 | 69 | | | | | | | | | 122 | 122 |
| 18 | | | 67½ | 67½ | 33½ | 33½ | 26¾ | 26¾ | 54¼ | 54½ | 122 | 122 |
| 19 | | | | | | | | | | | | |
| 20 | | | | | 33½ | 33¾ | 27 | 27 | 54½ | 55 | 122 | 122¼ |
| 21 | 70½ | 70½ | | | 34 | 34¼ | | | | | 121½ | 121½ |
| 22 | | | | | | | 27½ | 27¾ | | | 121½ | 121½ |
| 23 | 67⅛ | 67½ | | | 34½ | 34½ | 27¾ | 27¾ | 54½ | 55½ | 121½ | 122 |
| 24 | 70 | 71 | 67¼ | 68⅜ | 34⅜ | 34½ | 27½ | 29¼ | 54¼ | 54½ | 123½ | 124½ |
| 25 | 73¾ | 73¾ | | | 35¼ | 35½ | 27¾ | 27¾ | 53½ | 53½ | 123¾ | 124½ |
| 26 | | | | | | | | | | | | |
| 27 | 75 | 75 | | | 35½ | 35½ | 27¼ | 27¼ | 54 | 54 | 124½ | 124½ |
| 28 | 75 | 75 | 71½ | 71½ | 35½ | 35½ | 27⅛ | 27⅛ | | | | |
| 29 | | | 71¼ | 72½ | 35½ | 35½ | 27½ | 27¼ | 56 | 56 | 124½ | 125 |
| 30 | | | 72⅝ | 72⅝ | | | 27¼ | 27½ | 55 | 55 | 125 | 125 |
| 31† | | | | | | | | | | | | |
| Apr.— | | | | | | | | | | | | |
| 1 | 75½ | 75½ | | | 34½ | 34¾ | 27¼ | 27¼ | 56 | 56¼ | 123¾ | 124¼ |
| 2 | | | | | | | | | | | | |
| 3 | 73¾ | 73¾ | 72¼ | 72½ | 34¼ | 34½ | 26¾ | 27¼ | 56¾ | 56¼ | 123½ | 123½ |
| 4† | | | | | | | | | | | | |
| 5 | 73⅛ | 73⅛ | | | 34⅜ | 34½ | 26⅝ | 26⅝ | | | 122¼ | 122½ |
| 6 | 74¼ | 74¼ | | | | | | | 55½ | 56 | 122½ | 122½ |
| 7 | 75 | 75 | 72 | 72 | 34¼ | 35 | 27¼ | 27¼ | 55½ | 55½ | 122⅛ | 122½ |
| 8 | 76½ | 76½ | 71¾ | 71¾ | 34 | 34 | 27 | 27 | | | 122½ | 122½ |
| 9 | | | | | | | | | | | | |
| 10 | 72 | 72 | | | | | 26¾ | 27¼ | | | 123 | 122¾ |
| 11 | | | 72 | 72 | | | 27 | 27¼ | | | 123½ | 123½ |
| 13 | 75½ | 75½ | | | | | 27¼ | 27¼ | | | 124 | 125 |

* Free on board, switched and delivered.
† Holiday.

During the week ending March 17, Prime Contract Timothy Seed sold at $2.35@2.40 per cental; Prime Contract Clover Seed at $5.60@6.00; Hungarian at $0.50@0.75; German Millet at $0.75@1.25; buckwheat at $0.75@1.25 per 100 pounds.

During the week ending with March 24, Prime Contract Timothy Seed sold at $2.25@2.35 per cental; Prime Contract Clover Seed at $4.75@5.50; Hungarian at $0.50@0.75; German Millet at $0.75@1.25; buckwheat at $1.15@1.50 per 100 pounds.

During the week ending March 30, Prime Contract Timothy Seed sold at $2.27½@2.30 per cental; Prime Contract Clover Seed at $5.65; Hungarian at $0.50@0.75; German Millet at $0.75@1.15; buckwheat at $1.25@1.50 per 100 pounds.

During the week ending April 7, Prime Contract Timothy Seed sold at $2.25@2.30 per cental; Prime Contract Clover Seed at $5.65@6.00; Hungarian at $0.50@0.75; German Millet at $0.75@1.25; buckwheat at $1.25@1.50 per 100 pounds.

## FLAXSEED AT CHICAGO.

The receipts and shipments of flaxseed at Chicago during the 20 months ending with March as reported by S. H. Stevens, flaxseed inspector of the Board of Trade, were as follows:

| Months. | Receipts. 1898-99. | Receipts. 1897-98. | Shipments. 1898-99. | Shipments. 1897-98. |
|---|---|---|---|---|
| August | 666,420 | 813,160 | 978,790 | 299,108 |
| September | 1,212,780 | 696,000 | 729,806 | 557,895 |
| October | 1,140,280 | 424,560 | 872,650 | 373,312 |
| November | 769,210 | 671,870 | 309,824 | 437,218 |
| December | 423,980 | 436,648 | 281,720 | 486,379 |
| January | 313,200 | 189,080 | 231,619 | 162,138 |
| February | 180,960 | 180,960 | 107,220 | 88,523 |
| March | 313,780 | 212,331 | 380,768 | 156,961 |
| April | | 75,400 | | 37,691 |
| May | | 333,420 | | 174,522 |
| June | | 224,143 | | 251,184 |
| July | | 91,640 | | 197,934 |
| Total bushels | 5,020,610 | 4,349,212 | 3,892,397 | 3,123,865 |

## AVERAGE YIELDS.

The possibilities of agricultural production are almost limitless. Its development is mainly a matter of prices. American farmers change their acreage of staples from year to year as the market warrants. Taking the average yields per acre in the American Agriculturist's crop competition of 1889-90 as indicating the possiblities of cropping, and applying present values to the acreage of last year we get this interesting comparison:

| | Corn. | Wheat. | Oats. | Potatoes. |
|---|---|---|---|---|
| U. S. average per acre bu. 1897 | 22 | 15 | 28 | 64 |
| American Agriculturist, ditto | 89 | 49 | 71 | 372 |
| Total crop, U. S. average in millions of bushels, 1897 | 1,823 | 589 | 814 | 174 |
| Ditto at American Agriculturist average | 7,387 | 1,911 | 2,059 | 1,004 |
| Acres, millions, 1897 | 83 | 39 | 29 | 27 |
| Value per bu. cts., 1897 | 26 | 81 | 21 | 55 |
| Total value '97 crop, millions of dollars | 479 | 476 | 173 | 95 |
| Ditto at American Agriculturist average | 1,943 | 1,544 | 437 | 549 |

The above is respectfully referred to the "scientists," who calculate that the earth will soon be unable to feed its people.—Orange Judd Farmer.

## RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc. at leading receiving and shipping points in the United States for the month of March, 1899:

**BUFFALO**—Reported by Chas. H Keep, secretary of the Merchants' Exchange:

| Articles. | Receipts. 1899. | Receipts. 1898. | Shipments. 1899 | Shipments. 1898. |
|---|---|---|---|---|
| Wheat, bushels | | | *998,000 | |
| Corn, bushels | | | 540,000 | |
| Oats, bushels | | | 84,000 | |
| Barley, bushels | | | 143,000 | |
| Rye, bushels | | | 135,000 | |
| Flaxseed, lb | | | | |
| Flour, barrels | | | | |

*Shipments by railroad.

**CHICAGO**—Reported by George F. Stone, secretary of the Board of Trade:

| Articles. | Receipts. 1899. | Receipts. 1898. | Shipments. 1899. | Shipments. 1898. |
|---|---|---|---|---|
| Wheat, bushels | 1,364,493 | 2,434,228 | 834,483 | 4,481,558 |
| Corn, bushels | 7,619,737 | 10,404,280 | 5,247,345 | 6,101,741 |
| Oats, bushels | 7,259,208 | 8,358,604 | 6,525,178 | 7,419,062 |
| Barley, bushels | 1,039,163 | 1,265,690 | 413,365 | 769,744 |
| Rye, bushels | 207,990 | 297,647 | 128,464 | 140,897 |
| Timothy Seed, lb | 9,570,176 | 7,343,245 | 7,634,560 | 9,283,160 |
| Clover Seed, lb | 881,979 | 1,381,840 | 1,881,207 | 2,190,883 |
| Other Grass Seed, lb | 1,567,849 | 1,960,839 | 630,766 | 1,135,291 |
| Flaxseed, bushels | 356,738 | 126,580 | 236,261 | 62,080 |
| Broom Corn, lb | 369,935 | 484,390 | 1,165,349 | 490,907 |
| Hay, tons | 15,593 | 18,885 | 691 | 1,164 |
| Flour, barrels | 464,811 | 942,990 | 511,904 | 983,436 |

**CLEVELAND**—Reported by F. A. Scott, secretary of the Chamber of Commerce:

| Articles. | Receipts. 1899. | Receipts. 1898. | Shipments. 1899. | Shipments. 1898. |
|---|---|---|---|---|
| Wheat, bushels | 138,599 | 252,656 | 134,811 | 254,494 |
| Corn, bushels | 496,822 | 720,305 | 394,908 | 709,034 |
| Oats, bushels | 549,293 | 428,730 | 204,312 | 216,902 |
| Barley, bushels | 25,621 | 96,797 | 7,008 | |
| Rye and other cereals, bu | | 18,029 | | 6,100 |
| Baled Hay, tons | 10,301 | 3,421 | 4,934 | 91 |
| Flour, barrels | 3,595 | 7,626 | 2,068 | 1,572 |

**CINCINNATI**—Reported by C. B. Murray, superintendent of the Chamber of Commerce:

| Articles. | Receipts. 1899. | Receipts. 1898. | Shipments. 1899. | Shipments. 1898. |
|---|---|---|---|---|
| Wheat, bushels | 111,512 | 62,228 | 60,640 | 36,827 |
| Corn, bushels | 185,552 | 289,272 | 57,859 | 84,376 |
| Oats, bushels | 254,586 | 204,566 | 115,800 | 88,311 |
| Barley, bushels | 77,930 | 105,035 | 48 | 758 |
| Rye, bushels | 35,831 | 30,173 | 35,813 | 14,438 |
| Timothy Seed, bags | 6,442 | 6,951 | 4,095 | 3,966 |
| Clover Seed, bags | 7,304 | 6,547 | 5,342 | 5,296 |
| Other Grass Seed, bags | 5,526 | 5,687 | 5,491 | 7,459 |
| Hay, tons | 8,348 | 10,869 | 5,213 | 8,915 |
| Flour, barrels | 192,577 | 295,276 | 159,377 | 264,546 |

**DETROIT**—Reported by F. W. Waring, secretary of the Board of Trade:

| Articles. | Receipts. 1899. | Receipts. 1898. | Shipments. 1899. | Shipments. 1898. |
|---|---|---|---|---|
| Wheat, bushels | 158,066 | 252,143 | 16,352 | 162,460 |
| Corn, bushels | 248,782 | 243,157 | 192,471 | 134,030 |
| Oats, bushels | 84,623 | 129,009 | 1,859 | 8,650 |
| Barley, bushels | 26,244 | 108,951 | 626 | |
| Rye, bushels | 15,770 | 38,810 | 15,006 | 36,468 |
| Hay, tons | | | | |
| Flour, barrels | 21,100 | 22,850 | 12,700 | 17,101 |

**DULUTH**—Reported by S. A. Kemp, secretary of the Board of Trade:

| Articles. | Receipts. 1899. | Receipts. 1898. | Shipments. 1899. | Shipments. 1898. |
|---|---|---|---|---|
| Wheat, bushels | 3,693,705 | 1,347,349 | 71,698 | 120,275 |
| Corn, bushels | 1,304,190 | 845,009 | 9,203 | 3,398 |
| Oats, bushels | 495,105 | 501,065 | 262 | 4,043 |
| Barley, bushels | 84,438 | 35,854 | 1,054 | 200,959 |
| Rye, bushels | 42,186 | 137,003 | | 583 |
| Flaxseed, bushels | 98,417 | 170,451 | 40,000 | 64,231 |
| Flour, barrels | 25,700 | | 103,595 | 69,305 |
| Flour production, bbls | 113,650 | 67,030 | | |

**KANSAS CITY**—Reported by E. D. Bigelow, secretary of the Board of Trade:

| Articles. | Receipts. 1899. | Receipts. 1898. | Shipments. 1899. | Shipments. 1898. |
|---|---|---|---|---|
| Wheat, bushels | 1,301,950 | 1,084,850 | 1,269,450 | 588,250 |
| Corn, bushels | 609,000 | 1,797,750 | 357,250 | 897,750 |
| Oats, bushels | 171,000 | 416,000 | 192,000 | 208,000 |
| Barley, bushels | 2,400 | 800 | 800 | |
| Rye, bushels | 22,750 | 20,150 | 29,900 | 11,700 |
| Flaxseed, bushels | 12,500 | 6,500 | 11,000 | 1,500 |
| Hay, tons | 5,940 | 7,850 | 1,910 | 2,240 |
| Flour, barrels | | | 20,640 | 37,320 |

**MINNEAPOLIS**—Reported by G. D. Rogers, secretary of Chamber of Commerce:

| Articles. | Receipts. 1899. | Receipts. 1898. | Shipments. 1899. | Shipments. 1898. |
|---|---|---|---|---|
| Wheat, bushels | 6,956,550 | 5,200,690 | 897,650 | 1,592,910 |
| Corn, bushels | 756,180 | 294,900 | 455,850 | 277,150 |
| Oats, bushels | 975,610 | 486,430 | 245,070 | 543,510 |
| Barley, bushels | 65,230 | 130,680 | 59,080 | 30,620 |
| Rye, bushels | 49,270 | 69,070 | 32,380 | 97,200 |
| Flaxseed, bushels | 226,470 | 80,760 | 46,180 | 53,130 |
| Hay, tons | 1,742 | 1,535 | 12 | 60 |
| Flour, barrels | 13,506 | 18,516 | 1,119,159 | 1,213,158 |

**MILWAUKEE**—Reported by Wm. J. Langson, secretary of the Chamber of Commerce:

| Articles. | Receipts. 1899. | Receipts. 1898. | Shipments. 1899. | Shipments. 1898. |
|---|---|---|---|---|
| Wheat, bushels | 756,331 | 766,120 | 157,790 | 163,315 |
| Corn, bushels | 267,550 | 501,800 | 177,695 | 44,250 |
| Oats, bushels | 908,950 | 645,000 | 1,013,226 | 1,003,276 |
| Barley, bushels | 422,971 | 743,600 | 365,440 | 478,154 |
| Rye, bushels | 162,112 | 142,200 | 92,495 | 20,870 |
| Timothy Seed, lbs | 485,319 | 126,570 | 101,810 | 277,120 |
| Clover Seed, lbs | 307,570 | 185,930 | 471,700 | 214,750 |
| Flaxseed, bushels | 6,390 | 8,700 | 3,480 | 5,800 |
| Hay, tons | 1,925 | 2,459 | | 19 |
| Flour, barrels | 73,925 | 82,050 | 296,429 | 348,000 |

**ST. LOUIS**—Reported by Geo. H. Morgan, secretary of the Merchants' Exchange:

| Articles. | Receipts. 1899. | Receipts. 1898. | Shipments. 1899. | Shipments. 1898. |
|---|---|---|---|---|
| Wheat, bushels | 331,100 | 350,000 | 598,245 | 590,317 |
| Corn, bushels | 924,000 | 2,897,500 | 1,495,639 | 3,728,555 |
| Oats, bushels | 828,000 | 1,028,400 | 365,060 | 651,763 |
| Barley, bushels | 12,000 | 98,250 | 830 | 8,408 |
| Rye, bushels | 70,000 | 125,300 | 106,250 | 168,631 |
| Bran, sacks | | | | |
| Hay, tons | 10,060 | 14,025 | 3,556 | 3,984 |
| Flour, barrels | 132,555 | 119,695 | 187,867 | 125,317 |

**SAN FRANCISCO**—Reported by T. C. Friedlander, secretary of the Produce Exchange:

| Articles. | Receipts. 1899. | Receipts. 1898. | Shipments. 1899. | Shipments. 1898. |
|---|---|---|---|---|
| Wheat, centals | 91,628 | 677,784 | 57,864 | 692,440 |
| Corn, centals | 11,510 | 17,900 | 1,331 | 3,279 |
| Oats, centals | 29,585 | 38,215 | 1,407 | 2,432 |
| Barley, centals | 57,710 | 144,623 | 29,214 | 135,205 |
| Rye, centals | 1,530 | 3,530 | | |
| Flaxseed, sacks | | 3,065 | | |
| Hay, tons | 8,665 | 8,280 | 1,115 | 748 |
| Flour, barrels | 139,257 | 114,022 | 107,010 | 76,63[illegible] |

**TOLEDO**—Reported by Denison B. Smith, secretary of the Produce Exchange:

| Articles. | Receipts. 1899. | Receipts. 1898. | Shipments. 1899. | Shipments. 1898. |
|---|---|---|---|---|
| Wheat, bushels | 439,653 | 559,857 | 699,000 | 144,600 |
| Corn, bushels | 1,968,097 | 1,807,678 | 2,235,500 | 1,694,900 |
| Oats, bushels | 386,400 | 462,859 | 319,000 | 517,000 |
| Rye, bushels | 189,524 | 31,919 | 171,400 | 11,798 |
| Clover Seed, bags | 12,149 | 27,559 | 30,216 | 24,461 |

**PEORIA**—Reported by R. C. Grier, secretary of the Board of Trade:

| Articles. | Receipts. 1899. | Receipts. 1898. | Shipments. 1899. | Shipments. 1898. |
|---|---|---|---|---|
| Wheat, bushels | 29,900 | 44,600 | 5,200 | 8,450 |
| Corn, bushels | 1,174,900 | 1,460,650 | 257,750 | 577,100 |
| Oats, bushels | 493,900 | 1,012,550 | 575,150 | 789,050 |
| Barley, bushels | 65,250 | 82,650 | 32,750 | 32,450 |
| Rye, bushels | 13,800 | 11,400 | 2,400 | 2,400 |
| Mill Feed, tons | 770 | 1,257 | 6,840 | 6,444 |
| Seeds, lb | 60,000 | 30,000 | 60,000 | 30,000 |
| Broom Corn, lb | 45,000 | 90,000 | 15,000 | 64,000 |
| Hay, tons | 2,380 | 2,130 | 160 | 530 |
| Flour, barrels | 31,300 | 28,700 | 27,750 | 38,900 |

**NEW ORLEANS**—Reported by Hy. H. Smith, secretary of the Board of Trade:

| Articles. | Receipts. 1899. | Receipts. 1898. | Shipments. 1899. | Shipments. 1898. |
|---|---|---|---|---|
| Wheat, bushels | 1,320,473 | 905,559 | 1,481,501 | 928,717 |
| Corn, bushels | 1,593,435 | 2,819,830 | 1,484,233 | 3,034,510 |
| Oats, bushels | 302,807 | 626,468 | 80,724 | 319,031 |
| Rye, bushels | | 112,419 | | 49,208 |
| Flour, barrels | 77,335 | 74,986 | 46,720 | 31,236 |

Following is Secretary Smith's report of the movement of rough and clean rice at New Orleans since August 1, 1898. Receipts of rough rice, in sacks, 670,578, against 447,969. Distribution, 607,483, against 434,199. Total stock April 1, 71,667, against 39,736 sacks. Receipts of clean rice since August 1, in barrels, 4,992, against 3,680. Sales, 156,216, against 103,915 barrels. Total stock April 1, No. 1, 16,547, against 8,230; No. 2, 679, against 1,074 barrels.

## VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, April 8, 1899, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

| In Store at | Wheat, bu. | Corn, bu. | Oats, bu. | Rye, bu. | Barley, bu. |
|---|---|---|---|---|---|
| Albany | | | | | |
| Baltimore | 288,000 | 1,061,000 | 273,000 | 115,000 | |
| Boston | 137,000 | 1,065,000 | 231,000 | | |
| Buffalo | 716,000 | | | 20,000 | 297,000 |
| do. afloat | | | | | |
| Chicago | 4,693,000 | 12,000,000 | 1,443,000 | 416,000 | 813,000 |
| do. afloat | 215,000 | 3,500,000 | 2,082,000 | 147,000 | 166,000 |
| Cincinnati | | | | | |
| Detroit | 329,000 | 400,000 | 5,000 | 4,000 | 9,000 |
| Duluth | 10,670,000 | 5,569,000 | 2,080,000 | 305,000 | 485,000 |
| do. afloat | 268,000 | | | | |
| Indianapolis | 70,000 | 137,000 | 34,000 | | |
| Kansas City | 893,000 | 519,000 | 9,000 | 18,000 | |
| Milwaukee | 44,000 | 1,000 | 4,000 | 3,000 | 105,000 |
| do. afloat | 318,000 | 1,286,000 | 773,000 | 300,000 | |
| Minneapolis | 8,320,000 | 2,882,000 | 2,572,000 | 49,000 | 61,000 |
| Montreal | 21,000 | 17,000 | 506,000 | 3,000 | 7,000 |
| New York | 2,335,000 | 841,000 | 834,000 | 64,000 | 40,000 |
| do. afloat | | | | | |
| Oswego | | | | | |
| Peoria | 8,000 | 640,000 | 245,000 | 1,000 | 19,000 |
| Philadelphia | 123,000 | 422,000 | 170,000 | | |
| St. Louis | 613,000 | 747,000 | 57,000 | 2,000 | 13,000 |
| do afloat | | 84,000 | | | |
| Toledo | 315,000 | 690,000 | 149,000 | 2,000 | |
| do. afloat | | | | | |
| Toronto | 55,000 | | 16,000 | | 20,000 |
| On Canals | | | | | |
| On Lakes | | | | | |
| On Miss. River | | | | | |
| Grand Total | 30,431,000 | 31,861,000 | 11,283,000 | 1,449,000 | 2,035,000 |
| Corresponding date 1897 | 30,129,000 | 40,100,000 | 13,540,000 | 3,511,000 | 1,137,000 |
| Increase | 444,000 | | 154,000 | | |
| Decrease | | 876,000 | | 18,000 | 195,000 |

## EXPORTS FROM ATLANTIC PORTS.

The exports of breadstuffs, as compiled by George F. Stone, secretary of the Chicago Board of Trade, from the Atlantic ports during the two weeks ending April 8, as compared with same weeks last year, have been as follows:

| Articles. | For week ending Apr. 8. 1899. | Apr. 9. 1898. | For week ending Apr. 1. 1899. | Apr. 2. 1898. |
|---|---|---|---|---|
| Wheat, bushels | 886,500 | 1,995,000 | 2,036,000 | 1,375,000 |
| Corn, bushels | 3,714,000 | 4,136,000 | 2,891,000 | 4,349,000 |
| Oats, bushels | 310,000 | 933,000 | 355,000 | 1,552,000 |
| Rye, bushels | 48,000 | 277,000 | | 218,000 |
| Flour, barrels | 340,200 | 292,200 | 225,900 | 345,800 |

## WHEAT RECEIPTS AT PRIMARY MARKETS.

The wheat receipts at nine primary markets during the forty weeks ending April 3, for the last three years, according to the Cincinnati Price Current, were as follows:

| | 1898-99. | 1897-98. | 1896-97. |
|---|---|---|---|
| St. Louis | 12,898,000 | 10,940,000 | 10,631,000 |
| Toledo | 11,346,000 | 9,747,000 | 6,934,000 |
| Detroit | 4,213,000 | 4,267,000 | 2,730,000 |
| Kansas City | 26,104,000 | 26,641,000 | 7,064,000 |
| Cincinnati | 697,000 | 683,000 | 1,015,000 |
| Winter | 55,258,000 | 52,223,000 | 28,374,000 |
| Chicago | 30,201,000 | 30,952,000 | 17,519,000 |
| Milwaukee | 11,081,000 | 8,220,000 | 6,808,000 |
| Minneapolis | 69,934,000 | 65,997,000 | 53,089,000 |
| Duluth | 65,139,000 | 38,556,000 | 42,120,000 |
| Spring | 176,385,000 | 143,725,000 | 119,536,000 |
| Total bus., 40 weeks | 231,643,000 | 195,948,000 | 147,910,000 |

# ELEVATOR AND GRAIN NEWS

## ILLINOIS.

Fred Plate is building an elevator at Haldane, Ill.

A. W. Skinner will rebuild his elevator at Hudson, Ill.

Bartlett & Co. of Peoria are building an elevator at Berwick, Ill.

The large new elevator at Green Valley, Ill., is about completed.

John S. Hewins has sold his grain and coal business at Rankin, Ill.

Frank W. Clisby has his new elevator completed at Chesterville, Ill.

C. D. North has traded his elevator at Discoe, Ill., to T. W. Kimler.

Cisne & Maris, grain dealers at Cisne, Ill., have dissolved partnership.

J. I. Everson of Kenney, Ill., will soon commence work on his new elevator.

H. Dierking has sold his elevator at Secor, Ill., to Pierce Telter of Eureka.

Frech & Wilson have purchased James Dowdall's two elevators at Whitehall, Ill.

Fred Meyers of Florence City is preparing to build an elevator at Pearl City, Ill.

Holloway & Son have completed some improvements on their elevator at Wing, Ill.

Robert Wood of Gifford has purchased McCulla & Gaugh's elevator at Dillsburg, Ill.

Harvey & Parker are the successors to M. V. Harvey & Co.'s grain business at Kemp, Ill.

C. L. Dungan has purchased James Moore & Son's elevator and grain business at Brimfield, Ill.

G. C. Collins' new elevator on the Big Four, just west of Champaign, Ill., is nearly completed.

It is reported that I. I. Taylor of Earlville, Ill., will soon build an elevator at Radley Station.

E. R. Ulrich & Sons of Springfield have purchased Bronaugh Bros'. elevator at Virden, Ill.

H. C. Suttle of Kenney, Ill., is making improvements in his elevator and putting in new machinery.

Dowell & Sprinkle have succeeded Ensley & Sprinkle in the grain and implement business at Atterbury, Ill.

J. C. Bessier & Co. recently placed a new 20-horse power engine and boiler in their elevator at Vermilion, Ill.

The Evanston Elevator & Coal Co. has succeeded Kline Bros. at Evanston, Ill. Geo. R. Kline has sold his interest.

Ed. Guard of El Paso has purchased John Wright's elevator at Varna, Ill., and will make his home there.

S. S. Braman is building an addition to the elevator at Rollo, Ill., which he recently purchased from John McGirr.

C. H. Whitaker & Son have sold their elevator and grain business at Ellsworth, Ill., to Abner Whitaker & Son.

George Fooks has purchased the Beekman & Rayner Elevator at Waggoner, Ill., and will deal in grain and coal.

E. W. Church of Chicago has leased the McConaughy Elevator at Rochelle, Ill. It will be thoroughly modernized.

Risser's Elevator at Savoy, Ill., has received an addition to its equipment in the shape of a corn sheller and grain cleaner.

George B. Griffin is building an addition to his elevator at Charleston, Ill., to increase its storage capacity about 10,000 bushels.

J. F. Hinton has sold his interest in the grain business at Fisher, Ill., to his partner, J. C. Wheeler, who will continue the business.

H. G. Epps will commence the erection of a large elevator and cribs two miles east of Metcalf, Ill., as soon as the weather will permit.

A. B. Hussong has again become a member of the grain and general mercantile firm of Newlin Bros. at Hutsonville, Ill. The firm will now be known as Hussong, Newlin & Co.

The Venice Elevator at Venice, Ill., leased by John Tyson, is soon to receive improvements to the amount of $10,000. After considerable litigation between Claus H. Albers and the Consolidated Elevator Co., both of St. Louis, the case has been compromised and possession given to Mr. Albers.

Cuppy & Parker of Kemp have purchased the Moore Elevator at Humboldt, Ill. Mr. Cuppy has moved there and taken charge of same.

Herron & Co. are building an elevator on the site of the burned Wilcox Elevator at Milford, Ill. It will be completed before the fall trade opens.

Frank Wells has sold his interest in the grain and general store business at Deers, Ill., to Eli Trust of Philo. The name of the firm has accordingly been changed to Van Vleck & Trust.

The Chicago branch of the Dodge Manufacturing Co. has just furnished the machinery for a 1,000-horse power rope transmission for an addition to the power plant of the Chicago Dock Co.

Charles H. Sells is rebuilding the elevator which he recently purchased at Rankin, Ill. It will be about a 50,000-bushel house. Mr. Sells was formerly in the grain business at Pittwood, Ill.

The Ennis-West Co. has been incorporated at Chicago with a capital stock of $30,000, to operate elevators. The incorporators named are Albert L. West, Edwin F. Abbott and W. H. F. Holmes.

George and Charles Smith have purchased the Putnam Elevator at Rossville, Ill., Mr. Putnam retiring permanently from the grain business. The elevator was built in 1889, and has a capacity of 60,000 bushels.

Cooper Bros. have purchased the stone elevator at Rochelle, Ill., formerly operated by Daniel Ringle. The house has been thoroughly refitted and has a fine new gasoline engine. They will buy all kinds of grain and seeds.

Schneider Bros. have purchased Heinzman & Co.'s elevator and lumber business at Metamora, Ill. Joseph Wagner will operate the elevator formerly owned by J. W. Andrews. These two elevators handle all of Metamora's grain business.

Fraser & De Forest are putting in a new foundation at North Henderson, Ill., and will rebuild the elevator which burned last December. The elevator will be 24x48 feet and have a capacity of 30,000 bushels. A gas engine will furnish the power.

R. Messersmith has sold his elevator at Savoy, Ill., to Morrison & Grindley of Thomasboro. He will give possession on May 1. Morrison & Grindley have also purchased Long & Son's elevator at Claytonville, which they will take possession of May 1.

The Churchill-White Grain Co. of Chicago has awarded its contract for the machinery equipment of its large terminal elevator at South Bend, Ind., and for its four new elevators at different points in Illinois and Indiana to the Skillin & Richards Manufacturing Co.

## CENTRAL.

Buckingham & Mellis are to build an elevator at Carrollton, Ind.

C. F. Barnthouse of Morral, Ohio, is preparing to remodel his elevator.

C. W. Halfhill is now operating the Disher Elevator at Mercer, Ohio.

Kreitz & Son are to erect an elevator at New Lisbon, Ind., this spring.

Prospects are good for an elevator being built at Gladwin, Mich., this summer.

Armstrong & Sons have a very substantial new grain and flour warehouse at Clifton, Ohio.

The Green Camp Grain Co. has recently opened a grain and seed business at Green Camp, Ohio.

Lovelace & Eady have succeed Lovelace & Keeney, in the grain business at Rockford, Mich.

New Carlisle, Ind., is to have a grain elevator built by D. S. Scoffern. It will be completed by July 1.

The Churchill & Co. elevator at Weston, Ohio, was completed last month. It has a capacity of 25,000 bushels.

The Sheets Elevator Co. of Cleveland, Ohio, has taken out a city building permit for erecting a $10,000 elevator.

Harry Clevenger has disposed of his interest in the Edison Elevator Co., Edison, Ohio, to his partner, H. S. Cruikshank.

Work on an elevator is about to be commenced at Greenville, Ohio. H. C. Helm is the party most interested in the project.

The Supe Elevator at Bay City, Mich., has been purchased by Bromfield & Colvin, who have occupied it for several years.

The Stuhr Grain Co. recently contracted with the Chicago branch of the Dodge Mfg. Co. for building the extensive additions to its elevator at Hammond, Ind. The contract covers the building and entire equipment of machinery.

Darter & Hodjkin, grain dealers at Crawfordsville, Ind., have dissolved partnership and Mr. Darter continues the business alone.

The Snowden Coal Co. has been incorporated at Cleveland, Ohio, to deal in coal, grain, feed, etc. The capital stock is $25,000.

Semler Bros. of Hamilton, Ohio, are to build a 21,000-bushel elevator at Oxford, Ohio, to replace the burned house which was leased by them.

Albert M. Bohnert of Jasper, Ind., has plans ready for his new elevator, which will be 30x42x60 feet high. A side track will be laid to the house.

F. A. Jenkins of Norwalk, Ohio, has sold an interest in his grain and feed business to Judson Stryker, and the name is now Jenkins & Stryker.

Wallace Nelson is now the owner of Hagey, Moore & Co.'s elevator at Kingsbury, Ind. He will move there from North Liberty, and conduct the business.

Bad Axe, Mich., will have a new elevator ready for the fall business. It will be put up by a stock company and probably be managed by J. H. Murchler.

William Fry, a grain merchant of Loudonville, Ohio, filed a petition in voluntary bankruptcy last month. He placed his liabilities at $2,003.79, and assets at $200.

Cox & Fuller, who had been in the grain business at Bicknell, Ind., for five years, assigned last month. It is said the liabilities will aggregate $10,500, with about $7,000 of assets.

Oliver High and Steve Doyle of Hartford, Mich., have purchased the Phelps Elevator. They will move it to the S. H. & E. Railroad and put it in shape for business after harvest.

Adam Pfeifer and Samuel B. Miller are to build a thoroughly modern elevator at West Milton, Ohio. Another and somewhat smaller house is also to be built there by George W. Niles.

Fleischmann & Co.'s grain warehouse at Riverside, near Cincinnati, Ohio, will be rebuilt, enlarged and greatly improved. This house is operated in connection with their distillery plant.

Jacob B. Miller, a grain dealer of Prospect, Ohio, recently filed a petition in voluntary bankruptcy. His schedule of debts amounts to $25,107.75, and his assets are given at $1,100, of which $1,000 is real estate.

## EASTERN.

Eli Gott will open a grain store at Rockport, Mass.

John Post is building a grain and feed warehouse at Passaic, N. J.

Chas. G. Jordan has opened up a grain store at Weymouth, Mass.

Fred Harding is to enlarge his grain store at Lisbon Falls, Maine.

T. F. Johnson's Sons have opened a grain market at Nowell's Mills, N. H.

Samuel Cushwa is rebuilding his recently burned elevator at Charlton, Md.

Hoke Bros. are building an addition to their elevator at New Franklin, Pa.

Arthur Slinn will engage in the grain and feed business at Spring Valley, N. Y.

Isaac Dodge has purchased Smith & Cogswell's grain business at Hadley, Mass.

Slate & Reed will soon build an addition to their grain warehouse at Amherst, Mass.

F. E. Emerson has put an elevator in his flour and grain store at Potter Place, N. H.

H. V. Middleworth of Sandy Hill, N. Y., has sold his grain and feed business to Shippy Bros.

The National Starch Mfg. Co.'s new elevator at Glen Cove, Long Island, is completed and in operation.

J. J. Jarrett's grain and feed store at Morristown, Pa., has been sold by the sheriff to Freas Styer.

Hayes, Pidcoe & Co., grain and feed merchants of Williamsport, Pa., have purchased and will occupy new quarters.

J. C. Towle has purchased a valuable piece of land at Bangor, Maine, on which it is reported he will build an elevator.

Z. K. Greene & Co. have purchased A. J. Craig's grain and feed store at Otisville, N. Y. Mr. Craig will continue to manage same.

Cyrus Romberger of Elizabethville has purchased the grain business and warehouses of E. C. Hanna at Lykens, Pa. His son Oscar and S. T.

Fickinger will assist him in the conduct of the business.

Edward Pierce has put in a new boiler and engine in his grain elevator at Marbleridge, Mass.

Fred B. Spaulding has purchased the interest of his partner in the grain business at Lancaster, N. H., and will conduct it alone.

John Lawrensen has installed a small electric motor to run his elevator at Westbrook, Maine. He will soon occupy a large new building.

At Cortland, N. Y., A. A. Sprague and Wm. Martin have formed the firm of Sprague & Martin, to conduct a grain, hay and coal business.

The W. M. Terry Co., Bridgeport, Conn., has been organized with a paid-in capital of $40,000, to conduct a general grocery, grain and feed business.

C. D. Holbrook & Son of Palmer, Mass., will soon build a two-story addition to their newly erected grain store to accommodate their increasing trade.

A voluntary petition in bankruptcy has been filed by Dewitt Mesick, a Springfield, Mass., grain dealer. The petitioner's liabilities are $9,087, nominal assets, $9,082.

John H. Dugan, assignee for E. C. Griffen, a grain and flour merchant of Albany, N. Y., reports an indebtedness of $4,386.58. The assets include $356.98 worth of stock and outstanding claims of $1,725.23.

### SOUTHERN.

An elevator is being built at Halls, Tenn.

Geo. I. Brown has sold his elevator at Nicholasville, Ky.

Isham Railey contemplates building an elevator at Versailles, Ky.

Work is in progress on a $40,000 cottonseed oil mill at Pilot Point, Texas.

A 15,000-bushel elevator is to be erected at Valley Mill, Texas, by J. B. Pool & Co.

Brothers & Duncan is the grain firm succeeding J. F. Brothers at Killeen, Texas.

S. P. Lonas of Mt. Jackson, Va., is building an elevator 20x42x41 feet high in connection with his mill.

E. W. Lemon and others are organizing a company at Acworth, Ga., to build a 20-ton cottonseed oil mill.

J. M. Williams is trying to organize a $20,000 stock company to build a large grain elevator at Owensboro, Ky.

A grain and cotton warehouse 210 feet long and 65 feet wide is to be built at Fayetteville, Tenn., by K. H. Holman. A sidetrack has already been built to the site.

The contract for a 35,000-bushel steel elevator has been let by the Pilot Point (Texas) Roller Mill Co. Light Bros. of the same place are said to be about to let a contract for a 110,000-bushel house.

The Ardmore Mill & Elevator Co., successors of Thomas & Plummer at Ardmore, Ind. Ter., have a new elevator started. It will be 30x40 feet and 41 feet high and have a capacity of 35,000 to 40,000 bushels.

### IOWA.

The new elevator at Batavia, Iowa, is about completed.

Farmers about Burt, Iowa, are trying to organize and build an elevator.

Schmid & Burow, grain dealers at Battle Creek, Iowa, have dissolved partnership.

The Spencer Grain Co. contemplates the erection of a large elevator at Mason City, Iowa.

Mayer & Hoefmaster will build a 50,000-bushel elevator this summer at Chancellor, Iowa.

O. A. Vickery has purchased Hughes & Co.'s grain and lumber business at Guernsey, Iowa.

The Trans-Mississippi Grain Co. has purchased Robert Henderson's grain warehouse at Ross, Iowa.

The C., M. & St. P. Elevator at Hedrick, Iowa, has been undergoing repairs, which are about completed.

Will Carse has sold to Snapp, Reid & Co. the elevator at Oakland, Iowa, which he recently purchased.

The Trans-Mississippi Grain Co. contemplates enlarging its capacity at Holstein, Iowa, about 200,000 bushels.

The Northwestern Iowa Grain Co. has started work on a new elevator at Woden, Hancock County, Iowa.

The Neola Elevator Co. of Chicago will operate the Milwaukee Elevator at Hedrick, Iowa. It will be remodeled and improved by putting in a new gasoline engine, dump, etc. C. J. Hagan will be local manager.

Arvidson & Engdahl Co. have succeeded Messerole & Arvidson in the grain and live stock business at Harcourt, Iowa.

A. A. Siegel has sold his elevator at Peterson, Iowa, to the Marfield Elevator Co., who will take possession about June 1.

James McFarland, buyer for the Interstate Elevator Co. at Stanhope, Iowa, has purchased John Williams' elevator and will operate it on his own account.

Rolfe Bros. & Norstrum have retired from the grain business at Knoke, Iowa, and will devote their entire time to the grain and stock business at Fonda.

The Dodge Mfg. Co.'s Chicago branch recently furnished the complete equipment of shafting for the new plant of the Glucose Sugar Refining Co. at Marshalltown, Iowa.

The 1,500,000-bushel Peavey Elevator at Council Bluffs, Iowa, which is being pushed rapidly to completion, will be occupied by the Omaha Elevator Co. as soon as finished. The Omaha plant will be abandoned and the land used by the Union Pacific for railroad purposes.

### WESTERN.

G. E. Ady of Denver, Colo., is building a fireproof grain warehouse one story high, 200x40 feet.

The Scio Mill Co., Scio, Ore., is about to commence work on a new warehouse and grain elevator, to be ready for the fall business.

The Albany Farmers' Co., Albany, Ore., has purchased David Smith's warehouse at Tallman, and also two acres of land. The capacity of the warehouse will be increased to 100,000 bushels.

The grain and hay warehouses at Hayward, Cal., have been sold by C. S. Long to the Hayward Lumber Co. Mr. Long had successfully conducted this business for some 15 years. C. W. Everett continues as manager for the new firm.

The Grange Company, Modesto, Cal., has purchased six large grain warehouses, telephone lines and the business of the Union Warehouse Co. in Stanislaus County, better known as the McNear warehouses. Two of these warehouses are located at Modesto, and one each at Hughson, Montpellier, Waterford and Salida.

The Farmers' Union and Milling Co. is about to commence building a large grain warehouse at Stockton, Cal., to replace the one burned in January, 1898. It will be 460x200 feet, constructed of steel and covered with corrugated iron. It is proposed to clean and grade the grain when deposited and give receipts for the proper quantity of a certain grade, thus permitting all grain of a certain grade to be handled together.

The 50,000-bushel elevator at Richfield, Utah, owned by the Mormon Church, and which was built 10 years ago, but not completed for lack of funds, has been finished and put in operation. It is operated by a gasoline engine. It does not traffic in grain, but receives it on deposit to be held until the owner wishes to sell it. Five per cent is charged for storage and insurance. All grain is cleaned before being put in the bins and the screenings returned to the depositor.

### MISSOURI, KANSAS AND NEBRASKA.

Work is progressing on Wall & Rogalsky's new elevator at Buhler, Kan.

Ballou & Fellers is the name of a new elevator firm at Table Rock, Neb.

Cochrane & Co. have let the contract for a 40,000-bushel elevator at Friend, Neb.

L. L. Coryell has purchased the Duff Grain Co.'s elevator and cribs at Brock, Neb.

Peterson Bros. have purchased and will operate the Dierks Elevator at Fremont, Neb.

Daniel Birk has purchased and is operating the Alliance Elevator at Weeping Water, Neb.

Cochran & Co. have let a contract for erecting a 40,000-bushel elevator at Wilber, Neb.

Hubbell Bros. contemplate building a 20,000-bushel capacity grain elevator at Bradshaw, Neb.

We are informed that K. A. Kehoe expects to build a new elevator at Platte Center, Neb.

J. R. Craig recently purchased the interest of his partner in the Smith & Craig elevator at Randall, Kan.

W. W. Campbell of Chester, Neb., will put a new boiler in his elevator in the fall and add new cleaning machinery.

Kyd & Co. of Beatrice inform us that they are building a 20,000-bushel elevator at Burchard, Neb., on the site of the Phillip Opp Elevator, which was burned in December last.

I. A. Crenshaw of Charleston, Mo., is building an elevator at Glenn's, on the Cotton Belt Ry.

The Julian Elevator Co., Julian, Neb., has sold its elevator to H. H. Bartling of Nebraska City.

The Minneapolis Elevator Co. has purchased the Shannon Elevator at Hoskins, Neb. Mr. Shannon will act as manager.

Mair & Morrison are the new proprietors of the grain business at Revere, Mo., formerly conducted by J. H. Allison & Co.

V. G. Nelson has started a new elevator at Falun, Kan. It will be equipped with gasoline engine and other modern machinery.

John Tighe of Louisville, Neb., is about to build an elevator near where his present one stands. It will be equipped with first-class machinery.

The Cherney & Kavan Elevator at Exeter, Neb., was sold at auction recently to John Killian of Cedar Rapids. It will be opened at once for business.

G. W. Wirt, a grain dealer at York, Neb., recently filed a petition in bankruptcy. His liabilities are said to be over $31,000, with scheduled assets of $50.

The merchants of Niobrara, Neb., have organized to buy grain and live stock, claiming that trade is leaving that town on account of higher grain prices elsewhere.

The Lexington Mill & Elevator Co., Lexington, Neb., recently purchased a grain warehouse at Willow Island, where they are now buying and exchanging for wheat.

### NORTHWESTERN.

Dupue Bros. are to erect an elevator at Halloway, Minn.

The Jackson Milling Co. is building an elevator at Amherst, Wis.

John Mundt has purchased the P. G. Williams elevator at Montrose, S. D.

Farmers in the vicinity of Johnson Station, Minn., contemplate the erection of an elevator there.

The farmers are organizing at Georgetown, Minn., with the intention of building an elevator there.

The farmers of Stutsman County, N. D., have organized a branch of the Grain Growers' Association.

The Farmers' Elevator & Mercantile Co. has been formed at Mazeppa, Minn., to build an elevator at once.

Farmers in the vicinity of Rice's, Minn., are being solicited to take stock in a proposed farmers' elevator.

Andrews & Gage of Minneapolis will improve their plant at Battle Lake, Minn., by adding a new brick engine house.

An independent elevator will doubtless be built this summer at Herman, Minn., by the farmers and business men.

The farmers and business men of Cummings, Minn., are agitating the building of a coöperative elevator there.

An elevator costing in the neighborhood of $3,500 will be built this spring at Sanborn, Minn., by a farmers' organization.

The Farmers' Elevator Co. of Gayville, Yankton Co., S. D., has incorporated with a capital of $4,000. Edwin Warfield is secretary.

J. Broderick has been elected secretary of the Independent Grain Co., Minneota, Minn., on account of the resignation of Geo. Geiwitz.

The Farmers' Elevator Co. of Sauk Center, Minn., incorporated last month. The company is now operating an elevator at that place.

Farmers of Polk County have organized a branch of the Grain Growers' Association, at Crookston, Minn. J. B. Merrill was elected president.

Howard Hogg is organizing a farmers' elevator at Walhalla, N. D. The plan is to give each farmer taking a $100 share the use and absolute control of a 1,200-bushel bin.

Farmers around Madison, Minn., have subscribed $3,000 for the purpose of building a coöperative elevator at once. The business men are to subscribe $500 to help the project.

It is reported that R. C. Ogilvie has purchased land at West Superior, Wis., on which he proposes to erect a 100,000-bushel elevator to be used as a public cleaning and mixing house.

The Consolidated Elevator Co. has awarded its contract to the Link Belt Co. for all the grain handling and power transmission machinery for

its new large elevator at Duluth, Minn. The Barnett & Record Co. are the builders.

It is reported that the Ogilvie Milling Co. will build a large elevator at Duluth or West Superior.

Farmers at Montrose, S. D., are arranging to build a large elevator at that place this spring. It is said that the stockholders obligate themselves to sell all their grain to this house, otherwise they forfeit all their stock and interest in the concern.

CANADA.

The Farmers' Elevator at Roland, Man., handled 270,000 bushels of wheat during the past season.

A Farmers' Elevator Co. has been incorporated at each of the following Manitoba towns: Miami, Myrtle and Rosebank.

Bids were opened on April 10 by the Intercolonial Railway for the erection of the large elevator at St. John, New Brunswick.

The new Canadian Pacific Ry. Elevator at Owen Sound, Ont., handled up to the late close of navigation 3,184,102 bushels of grain.

The council of the rural municipality of Portage la Prairie, Man., will foreclose the mortgage which is held on the Farmers' Elevator there.

The Farmers' Union Elevator Co., Limited, Gretna, Man., advertised for bids for the erection of an elevator, the bids to be opened on April 12.

The Winnipeg Grain Exchange sent Mr. Braithwaite as Manitoba representative to the recent Grain Growers' Convention at Fargo, N. D.

A proposition is to be submitted to the voters of Richmond Hill, Ont., to give $600 for the purchase of a lot on which to erect a grain elevator, etc., costing not less than $4,000.

Union Point, Man., parties claim that only 15 per cent of the grain for which it is a natural market was sold there this season. Eight to fifteen cents per bushel more, it is claimed, was paid at other points, and the farmers hauled their grain 10 to 30 miles to get this advanced price, hence the line house at Union Point closed down about the middle of February.

# COMMISSION

Paine, Webber & Co. of Green Bay have recently opened a grain commission office at Marquette, Mich. Their Chicago connection is F. G. Logan & Co.

The Miller-Rathbone Commission Co., Chicago, has been incorporated with a capital stock of $50,000 by L. D. Miller, P. D. Rathbone and James Hibben.

From the members of the former Chicago commission firm of Sterling & Hunt two new firms were formed on April 1, W. H. Sterling & Co. and Geo. W. Hunt & Co.

The Eisenman Grain & Commission Co. of Louisville, Ky., has incorporated with a capital stock of $2,000. L. F. and N. A. Eisenman and Henry Haarkoetter are the incorporators.

Knapp Bros., stock and grain brokers at 66 Broadway, New York, made an assignment on April 7. The firm has been in business since January, 1897, and traded on the Consolidated Exchange.

W. E. Hutton & Co. of Cincinnati are increasing the business in Chicago grain, and have placed in charge of that department W. H. Whetstone, formerly with Rogers & Rutherford of Columbus.

The H. K. Sidle Co. of Minneapolis has incorporated to do a general grain commission business, with a capital stock of $50,000. The incorporators are H. K. Sidle, F. A. Simmons and J. C. Young.

The grain firm of Cooper & Osterman at Indianapolis, Ind., dissolved on March 31, and have been succeeded by Cooper & Oddy. Mr. Oddy was bookkeeper for the old firm for a great many years.

The Chicago grain commission firm of Wm. Young & Co. has dissolved. Mr. Woodbury, of this firm, and Daniel J. Murphy, who has been with Norton, Switzer & Co., have formed the firm of S. H. Woodbury & Co.

D. J. McLoraine, formerly with Lamson Bros. and latterly with F. G. Logan, has formed a connection with Finley Barrell & Co., Chicago. This firm will move on May 1 from the Board of Trade to the Monadnock building.

Ware & Leland, commission merchants of Chicago, removed their office on April 15 from the Gaff building to the Rialto building, where they will occupy one-half of the north end of the second floor. The change was made necessary on account of the firm's increasing business. The Rialto building adjoins the Board of Trade, and the office will be conveniently arranged to accommodate the various departments of the firm's business.

C. D. Rathborne & Co. have succeeded Burr, Stokes & Co. at Dover, Del. This firm is a member of the New York Stock Exchange and does a large stock and bond business. It also transacts business in grain and cotton.

# PERSONAL

Perry Dickerson is now grain buyer for McColl Bros. at Minburn, Iowa.

James McDonald has taken charge of the grain elevator at Green Valley, Ill.

R. B. Clark has succeeded W. W. Clark as deputy grain inspector at Atchison, Kan.

H. F. Eacrett has left Strahan, Iowa, and has taken charge of the elevator at Solomon.

David R. Gorman of Perham, Minn., has been appointed deputy grain inspector at Minneapolis.

Charles R. Lull, grain dealer of Milwaukee, Wis., was married recently to Miss Julia L. Mills of that city.

Paul Fontaine has succeeded Sam Goodnow as assistant registrar in the Minneapolis Grain Inspection Department.

Edward O'Brien has been appointed weighmaster of the grain inspection department on the Minneapolis Chamber of Commerce.

W. A. Smith of Huron, Minn., has been appointed general auditor for the Van Dusen Elevator Co., with headquarters at Watertown, Minn.

John Reinig, president of the Fond du Lac Malt & Grain Co. of Fond du Lac, Wis., departed recently on a four months' trip to Germany.

J. R. Godman, with Carrington, Hannah & Co. of Chicago, is on an extensive trip South, looking after the business of the firm in the Gulf states.

H. F. C. Schacke of Copenhagen, Denmark, visited Kansas City, Minneapolis and other points last month. He is a large agent for flour, grain and feed.

Charles Stillen has sold out his business at Lake City, Minn., and has removed to his old home at Stockholm, Wis., where he has re-engaged in buying grain.

Edward Wertz, of the Richmond Elevator, Chambersburg, Pa., took charge on April 1 of the Fayetteville Elevator, recently bought of J. S. Yaukey by Coyle & Diehl.

John Hundley, representative at St. Louis, Mo., of Louis Muller & Co. of Baltimore, Md., has removed to Chicago, where he will have entire charge of that firm's western business.

Col. John W. Moore of Kansas City, together with Mrs. Moore, returned recently from an extended vacation trip to Mexico, and has resumed his duties as president of the Board of Trade.

A. M. Schuette, who has been employed as grain buyer for the Imperial Elevator Co. at Wylie, Minn., has been transferred to the company's elevator at Owatonna and will buy grain at that place.

William J. Pope, president of the Pope & Eckhardt Company of Chicago, who has been spending the winter months in California, is expected to arrive home some time during the middle of April.

J. M. Johnston, who has been wheat buyer at the Peavy Grain Co.'s elevator at Sauk Center, Minn., will be transferred to another station, the company having sold its elevator at that place to a number of farmers.

W. A. Thompson, who has been prominently identified with the grain business of Louisville, Ky., for a number of years, has been appointed grain buyer for the combine which recently obtained control of the large Kentucky distilleries.

M. H. Bennett, president, and E. M. Markwald, treasurer, of the Calumet Grain and Elevator Company, returned to Chicago the first part of April after a short absence on pleasure trips. Mr. Bennett spent the greater part of the time in California, while Mr. Markwald, who was accompanied by his family, visited parts of Mexico and Texas.

She:—Aren't you afraid to work out in the wheat field? He:—Why, no, ma'am. Why? She:—There are so many bulls and bears in wheat, they say.—Field and Farm.

The Agricultural Department has asked for seed bids for the fiscal year ending June 30, 1900. The bids will be opened April 20, and call for 13,000,000 packages (using round numbers) of vegetable seeds, 1,000,000 of flower seeds, 91,000 of tobacco, 36,000 of lawn grass and 23,000 of cotton.

# Items from Abroad

Weather on the Continent during March was favorable to growing crops.

Prices for English wheat have been so low that some holders have been disposed to grind it up for feed.

It now appears, after all, that the crop damage in the Argentine by the locust last season was practically nil.

The Russian government has granted extra facilities for the export of Siberian wheat via St. Petersburg and Baltic ports.

The South Australian wheat harvest is estimated at 9,816,666 bushels, from 1,550,000 acres, an average of 6 bushels and 20 pounds per acre.

Arrivals of wheat at Rosario, Buenos Ayres, have been slow so far since harvest. A large quantity of the grain up to March 1 had been damp.

Wheat harvesting was progressing in the upper and central provinces of Egypt, at March 24, and was commencing in the Indian dependencies.

January shipments from the Argentine included 1,076,350 bushels wheat; 1,684,660 bushels corn; 245,150 bushels flaxseed, and 58,516 tons of hay.

The Russians, in order to rehabilitate their grain markets, have adopted a system of grading and inspection to limit the amount of dirt exported with the grain.

A new grain elevator at Plymouth, England, has just been completed. It has storage capacity for 200,000 bushels. It is thoroughly modern, and has a complete cleaning system.

The Victoria, Australia, railways have been taxed to the utmost to get the new wheat to the seacoast, and up to February had carried 1,278,381 bags, compared with 448,305 bags for the same period in 1898.

The Royal Agricultural Society of England complains of the common adulteration of feedstuffs, in which have been found coffee husks (in oil cake), weed seeds, and, in atrocious cases, mineral substances, such as sulphate of iron colored with Prussian blue.

A special report on India wheat by Broomhall's at March 25 places it at a good deal below normal. In Bengal alone is the prospect good. The summaries put the total acreage for 1899 at 17,612,000, against 18,049,000. The yield in 1898 was 204,864,000 bushels.

In regard to the Russian supplies, says Broomhall, in the first 31 weeks of the cereal year, the total exports were only 42,400,000 bushels of wheat, the smallest since 1892-93, and based on this the conclusion was almost forced that the crop results had been overestimated in Russia.

A rumor was current in Marseilles April 10, that in view of the large crop of wheat in America and the Argentine, Spain contemplates an increase of the duty on that cereal. It is now 42 cents per bushel, but even this duty has not been prohibitive or to protect Spanish farmers, who also have a good crop.

In relation to the Millers' National Association's request that the London Corn Trade Association insert a clause in grain contracts, limiting the amount of dirt tolerated in foreign wheats to certain quantities, the latter body has replied that the idea is impracticable, and suggested that the matter be left to individuals to make their own contracts.

Consul Smith writes from Moscow that, "with a view to regulating the grain trade, Mr. D. J. Bodiscow, an official of the Ministry of Agriculture, has been appointed by the Ministry of Finance and ordered abroad, to collect information regarding the condition of the grain trade in other countries and the extent of business that foreign buyers have with Russia, principally in Belgium and Germany."

A report by Consul Smith from Moscow says that since the opening of the Siberian Railway there is great business activity in that province of the Empire. It is mentioned that the first year's work of the railroad was disappointing. Western Siberia in 1897 sent westward 212,000 tons of grain, but the railroad was unable to carry 80,000 more tons, which remained in Siberia. During the first half of 1898, 170,000 tons went westward to the Baltic and Black Sea ports. Not reckoning caravan transports from Tobolsk, the exports of Siberian cereals in 1897, according to Siberian authority, were about 400,000 tons (14,660,000 bushels), of which 91 per cent was wheat and flour, and 5 per cent oats. It is also estimated that 95 per cent of Siberia's wheat was exported from the empire.

## SOUTHEASTERN IOWA GRAIN DEALERS.

The Southeastern Iowa Grain Dealers' Association, consisting of the principal grain buyers of the southeastern section of the state of Iowa, met in Burlington on Monday evening, March 20, and discussed matters pertaining to the grain trade in their locality. There were two principal topics, the first being the "shrinkage" evil and the other the "scoop-shovel element."

President Jas. A. Carden, of Winfield, presided, and Secretary E. L. McClurkin of Morning Sun received members and visitors as they arrived. Among the visitors were D. Hunter of Hamburg, Iowa, and G. A. Stibbens, Coburg, Iowa, they being president and secretary respectively of the Southwestern Iowa Grain Dealers' Union.

The secretary of the National Grain Dealers' Association was present to urge affiliation with that Association. He spoke in part as follows:

"As the local associations correct local evils, removing from your community certain objectionable characters and annoyances, so does the National Association in the broader field of the country. With organized effort we try to correct the abuses that have long been permitted to cut into legitimate profits through shrinkage, leakage, car famines, theft of grain at points of delivery, and kindred troubles. We have hunted up and driven from business several dishonest dealers who have brought odium to the business, and prompted the Chicago people to improve upon weighing facilities. It was found that in Chicago no less than six railroads had been selling to outsiders the privilege of sweeping cars.

"At Kansas City the men who unloaded cars were found to be in cahoots with the sweepers and actual fraud was disclosed and the proper remedy applied. In Chicago one man was found who had held the sweeping privilege from a road for ten years. The E. J. & E. and the Wabash are the only roads now permitting the privilege and they will discontinue it on the first of the month. The Santa Fe did not pay watchmen to look after the cars and the men who were permitted to sweep the cars did so with the understanding that they were to see there were no losses."

The next speaker was Mr. D. Hunter, who said, in part: "I come to tell you of an Association similar to yours located in the southwestern part of the state. Three years our territory was infested with scalpers. I mean by a scalper, a man who has no other investment in the grain business than a scoop-shovel, or, possibly, a scale. He has no property and pays no taxes. On March 19, 1896, we opened an aggressive fight against the scoop-shovel investors. We considered these men in the same light as a merchant considers the fire-sale, fly-by-night concern which comes to town and in ten days auctions off $5,000 to $10,000 worth of goods and then jumps to the next town, paying no license and no taxes in either place, but leaving the legitimate merchant with a decreased trade. We soon rid the community of these fellows, and did not transgress the law in doing so. About the time we got out of that difficulty, the members began to fight among themselves and buy on a margin that would admit of no profit. Then, when this was fixed up, there was more trouble—a railroad fight coming up over a fancied grievance. This, too, was patched up, and then the buyers in the vicinity of Creston got into trouble with the buyers on a branch road, cutting the prices to a half cent of the market. A little more missionary work and these men were brought to a realization of the futility of doing business at a loss. The Association has been the means of much good to us."

Mr. Stebbins was called on and responded in part as follows: "I have been a grain dealer for eighteen years, and I realize that it is a good thing to get together once in a while. We want to get over the idea that it is the duty of an association to fight a railroad. The railroads are ready at all times to meet us half way, and whenever a misunderstanding or grievance arises, the railroad will do all in its power to right it. That has been our experience, anyhow."

Mr. Stebbins then read a paper which he had prepared for a meeting of his own Association, to be held in Council Bluffs, on the following day. A pithy thought was this:

"We are powerless, under the law, to compel any man to buy at a profit, but the farmers do not want the dealer to buy at a loss, and it is not good business sense to do so. As to the scalper, the railroads, by enforcing the car service rule, give this man no chance to use the cars for storage warehouse or elevator and thus assist us to drive him out of business."

There were short speeches by H. H. Riepe, the president, Mr. Baxter, A. D. Hays, W. Stelter and others on the subjects referred to above.

Mr. J. M. Bechtel, of the C., B. & Q. R. R., then told of the relations existing between the road and shippers as he saw them. He told of an incident at Cumberland, Iowa, where a fight between the dealers not only was of a material loss to the dealers themselves, but nearly brought on a rate war between the C., B. & Q. and the Rock Island roads.

Routine work was then taken up, the salient features of which were the adoption of a motion by D. K. Unsicker, of Fremont, to join the National Grain Dealers' Association in a body; and the appointment of D. K. Unsicker, J. A. Baxter of Mt. Union, and E. L. McClurkin of Morning Sun as a committee to prepare a constitution and by-laws.

It was also considered desirable to widen the influence of the Association by covering more territory and to reach out for more dealers on the Rock Island road. G. H. Carter of Pekin and J. A. Baxter were appointed a committee to solicit membership on the last named road.

It was also suggested that the traveling railroad freight agents be asked to assist in getting new members of the Association.

Those present were: J. Barton, Roscoe, Iowa; H. Williams, Varmouth, Iowa; Baxter & Fye, Mt. Union, Iowa; Van Dyke & Co., Winfield, Iowa; W. W. Dunham, Wyman, Iowa; Lemley & Miller, Wayne, Iowa; D. F. Berry, Noble, Iowa; S. M. Turner, Coppack, Iowa; J. A. Lemley, Veo, Iowa; Woolson Grain Co., Woolson, Iowa; E. A. Miller & Son, Packwood, Iowa; G. H. Carter, Pekin, Iowa; I. N. Ogden, Martinsburg, Iowa; W. P. Harrison, Hedrick, Iowa; Speck & Gornes, Butler, Iowa; H. B. Shellady, Fremont, Iowa; T. J. Casto, Cedar, Iowa; Nevi Ogden, Oskaloosa, Iowa; D. Unsicker, Fremont, Iowa; W. H. Robertson, Hedrick, Iowa; J. M. Brady, Butler, Iowa; M. C. Berry, Ollie, Iowa; Broiler & Bridges, Richland, Iowa; A. D. Hays, Wayland, Iowa; Smith & Laune, Olds, Iowa; J. A. Corelin, Winfield, Iowa; D. M. Young, Marsh, Iowa; Beck & McClurkin, Morning Sun, Iowa; Baird Brothers, Newport, Iowa; A. L. Duncan & Co., Oakville, Iowa; H. H. Riepe, Sperry, Iowa; William Beck, Morning Sun, Iowa; W. Stelter Mediapolis, Iowa; Moorehead & Co., Mediapolis, Iowa; H. B. Davison, Wapello, Iowa; Otto Roller Mills, Wapello, Iowa. The visitors were: Robert Law, N. R. Derby, J. F. Bechtel, R. C. Jordan, V. W. Bullock, all of Burlington, D. Hunter of Hamburg, and C. E. Stebbins of Coburg, Iowa.

## IN THE LEGISLATURES.

Illinois.—A bill has been introduced in the Illinois Legislature making 68 pounds a legal bushel of corn.

Senate bill 107, which reached its third reading at Springfield March 25, provides for a demurrage charge by railroads of "a reasonable amount not exceeding one dollar" per each 24 hours for the use of freight cars detained exceeding 48 hours next following noon first after the car has been placed on the unloading tracks, Sunday excepted; and providing further that this demurrage charge shall be a lien on the freight. The Chicago Board of Trade sent a committee to Springfield to oppose the passage of the bill.

The Illinois House Committee on Warehouses agreed March 15 to report with the recommendation that it do pass Herron's bill repealing the law passed in 1897 giving owners of elevators the right to deal in grain. This bill was taken up on March 29 and passed.

The same committee, March 15, referred to its special committee for reports the following: Lantz's bill requiring all grain to be weighed by a public weighmaster; Williams' bill requiring all grain in elevators to be listed with the board of assessors for taxation; Branen's bill reducing the elevator charges for storage of grain to ¼ cent a bushel for the first fifteen days and ⅛ cent for subsequent periods.

Michigan.—Representative Fleischhauer's bill prohibiting in Michigan the adulteration of ground grain with oat hulls passed the House March 24, and has been sent to the Senate.

Pennsylvania.—The Baldwin Mercantile Tax Bill contemplates a tax of $1 on each $1,000 of retail business and of 50 cents on each $1,000 of wholesale business. A delegation of the Philadelphia Commercial Exchange, headed by President Woolman, appeared at Harrisburg in opposition to the bill, March 16, on behalf of the export grain trade of Philadelphia, which, he claimed, would be ruined by the tax. He said that owing to cost of inspection, to loss by leakage, etc., the grain export business was on a profit of not to exceed one-half of one per cent. An amendment was proposed by the maker of the bill providing that "each dealer at any exchange or board of trade shall pay a tax of 25 cents on each $1,000 worth of goods sold, provided that all receipts for cereals sold for export shall be exempt from the provisions of this act." The legislative committee chairman, Mr. Hosack, said he thought the bill would be reported in a shape to suit the grain men.

Minnesota.—Legislative committees have recommended "indefinite postponement" of the following bills: Plowman's, recommending the erection of state elevators at Duluth and on the State Fair grounds; Riley's, prescribing methods for inspecting grains of various kinds in transit; Plowman's, to prevent the manipulation of grain prices by speculators at terminal markets.

The Senate grain and warehouse committee has recommended for passage the McCullom bill of the House, providing for a new board of appeals from the inspection department. This bill, it will be remembered, provides for a board of six members, who shall serve continuously, three at Minneapolis and three at Duluth. The main object of the new system is to get quick action on appeals from the grading of the inspectors. It will no doubt become a law.

Among the new bills presented during March-April are the following: By Olson, to prevent railroads from collecting switching charges by requiring them to deliver grain in carload lots at any point of unloading within the corporate limits of any point of destination to which the grain is shipped on the payment of the regular tariff rate; by McCullom, to regulate railroad rates to be charged for hauling grain, etc., between state terminals, as follows: For the transportation of wheat, flaxseed, potatoes, corn, barley, oats and other grains the charge per 100 miles is 5 cents for the first fifty miles and then increases 1 cent per twenty-five miles, until a haul of 475 to 500 miles creates a charge of 16 cents per 100 pounds.

Among the bills passed by the Senate is Grindeland's, requiring commission dealers in grain and farm produce of any kind to take out licenses and to give bond (with one surety) for the protection of consignors. The mill requires the licensee to report his sales monthly to the Warehouse Commission.

A bill has been approved for passage by the House providing for the leasing of the state elevator site at Duluth, purchased in 1893, to the Grain Growers' Coöperative Association of Minnesota, for a period not exceeding thirty years, the lease to be subject to cancellation by the state at any time, the state buying the elevator. The lease provides that the lessee shall within three years build upon the property an elevator of not less than 400,000 bushels' capacity. [This property was purchased in 1893. The Legislature of that year passed a law providing for the purchase by the state of a site in the city of Duluth on which to erect a state grain elevator, which was to have been under the control of the state grain and warehouse commission, and operated in the interest of all the grain producers of Minnesota. A site was purchased, but the Supreme Court decided that such legislation was paternal in character and not constitutional.]

Canadian Parliament.—Dr. Douglas' bill to regulate the grain trade in Manitoba and the Northwest Territories provides that all railroads at their own expense must provide station facilities for shipping grain or else allow individuals to erect flat grain warehouses, elevators or grain chutes on their right of way, with no discrimination as to size, or in case these cannot be built on the right of way, the railroads shall build and maintain a siding not exceeding 300 yards long to each of such elevators, etc.; that grain may be loaded directly from a vehicle into railroad cars without charge by the railroad, except in case a grain chute is provided, when not to exceed half a cent per bushel may be charged; that grain cars must be furnished on demand, and when there is a scarcity the cars must be divided among the applicants, in order of application, one at a time, until each shall have had one car, after which the cars shall be divided among the applicants in proportion to the amount of business they transact; that elevator charges shall be limited as follows: Receiving, shipping and storing, one cent per bushel; cleaning, if required by the shipper, half a cent per bushel additional; storing 20 days, at request of shipper, half a cent per bushel, and half a cent additional for each additional thirty days' storage. The bill provides further for an official grain inspector for Manitoba and the Northwest Territories having extensive powers with relation to the investigation of irregularities in weights and dockages, the examination of elevators' and dealers' accounts, and of the condition of grain elevators in order to ascertain whether grain is unjustly retained by them, which practice is defined as theft.

## BROOM CORN BOOM.

The bulge in broom corn during the winter has turned attention to that crop, which is by no means a difficult one to grow, notwithstanding the restricted areas in which it is a regular crop. It has been a precarious harvest, as to value, however, of late years, and for that reason is not likely to tempt the knowing ones to tamper with it, in spite of present high prices.

In 1892 the crop was twice as large as needed, which was offset by short crops of 1893 and 1894 which advanced prices about 30 per cent. Again in 1895 the crop was below normal, but prices for brush sagged just the same through decreased consumption. By 1898, however, the surplus of 1892 had been all used up and prices now are "out of sight."

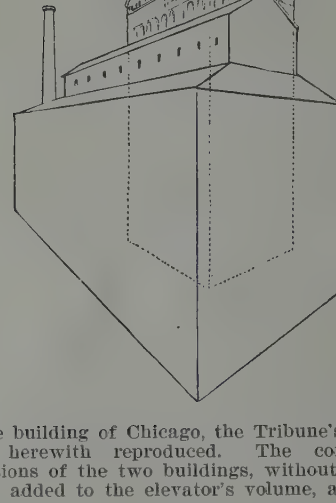
Broom corn as a growing crop is not difficult. Any land that will grow Indian corn will produce good broom corn, the farmer taking as much care as he exercises with his corn.

## ELEVATOR BUILDING AT THE HEAD OF THE LAKES.

The congested condition of the elevators at the Head of the Lakes, following on the recent (and, prospectively, the contemplated railway) extensions into territory tributary thereto, bringing naturally their additions to the grain business of that market, has greatly stimulated elevator building in both Duluth and West Superior, although the latter town seems to have gathered in the largest of the plums.

Most conspicuous of all these projects is the mammoth elevator for the Great Northern Railway at West Superior, the contract for the foundations of which was let on April 6 to a West Superior firm for $85,000. This house, which will be built to handle wheat, corn, oats and flax in separate departments, will have storage capacity for 6,500,000 bushels, or 2,500,000 bushels greater than any other elevator now in existence. It is to be ready for use by January 1 next. It will have a cleaning department of 3,000,000 bushels' capacity, which is more than twice the size of any cleaning house now in operation. This will be the central section of the system. It will be built of steel and will be surrounded by steel storage tanks, the larger of which are to be 50 feet in diameter by 65 feet in height, with interstitial tanks 15 feet in diameter. The total cost, including electric motors, etc., is estimated at $2,000,000. It will be similar in plan to the Great Northern Elevator at Buffalo of the same company.

The Chicago Tribune, trying to give its readers an idea of the enormous size of such an elevator, compares it graphically with the famous Masonic



Temple building of Chicago, the Tribune's diagram being herewith reproduced. The comparative dimensions of the two buildings, without the tank system added to the elevator's volume, are as follows:

| | Masonic Temple. | New Elevator. |
|---|---|---|
| Height | 302 feet | 230 feet |
| Width | 170 feet | 370 feet |
| Depth | 113 feet | 128 feet |

"While the Temple is seventy-two feet higher, the elevator is more than twice as wide and is also somewhat deeper. If it was cut down to the same ground dimensions as the Masonic Temple and raised corresponding in height it would tower up 175 feet further into the air."

The project next in importance is a steel elevator which rumor says is to be built on Rice's Point at Duluth. At any rate, on April 4 there were filed for record two deeds to valuable dock property on Rice's Point, C. E. Thayer of Minneapolis being the grantee. Mr. Thayer is a member of the grain firm of Gregory, Carter & Co. of Minneapolis and Gregory, Jennison & Co. of Duluth and also secretary of the State Elevator Company of Minneapolis. The property is 900 feet long and 575 feet wide, and extends out into the bay. Little is now known of the plans of the purchaser, but the current rumor is that a 2,000,000-bushel house will be built on the site. It is also added, apochryphally, perhaps, that it will be a corn house and be controlled by Armour & Co.

Another important Duluth extension is that of the Consolidated Elevator Company. This company, as the reader no doubt remembers, is now at work enlarging Elevator E, adding about 500,000 bushels to its storage capacity. In addition the company has had plans prepared for an enlargement of Elevator H, which will add 1,500,000 bushels to the storage capacity of that house. This elevator is used for the storage of coarse grain. The addition will be for storage only of corn and oats, which require no cleaning, no machinery to be added to the completed addition except that needed to move the grain. The entire elevator will have storage capacity for 2,700,000 bushels and both enlargements (Elevators E and H) will give the consolidated company 12,500,000 bushels' storage capacity.

Besides the houses named three "Hospital" elevators are talked of for the Head of the Lakes. The largest of these is credited to Dr. R. C. Ogilvie of Superior, who contemplates a house with 100,000 bushels' storage and 4,000,000 bushels' cleaning capacity. The second is credited to H. L. Chase, who is said to be figuring on a house of about the same size and capacity as Dr. Ogilvie's. Both of these houses are to be erected in Superior. The third is to be one of 50,000 bushels' storage capacity, cleaning capacity not stated. Rumor says it will be built by Mr. Hall, one of the owners of the Zenith Elevator Company of Duluth, who will locate it in that city. Hitherto all the grain to be cleaned in this part of the country has gone to Minneapolis, except that owned by the Amenia and Sharon Land Company, which cleans its own wheat at West Superior.

There are several other elevator projects "in the wind" in this market besides those named above. One of these is a wheat elevator for the Ogilvie Milling Company of Montreal. It is said it will be used exclusively for handling through Duluth in bond the wheat purchased in Manitoba to go east to the company's Montreal mills and for export. Another is the Grain Growers' Association house, to be built, if the capital is subscribed, and legislative permission is granted, on a site owned by the state. Then there are to be flax elevators by Spencer Kellog of Buffalo and the Albert Dickinson Company of Chicago, and a barley elevator for the H. J. O'Neil Grain Company of Winona. How many of these will materialize with the "rare days of June" remains to be seen, but at least a considerable enlargement of the storage capacity at the Zenith City market is quite certain to be made.

## *Fires - Casualties*

The D. K. Unsicker Grain Co. lost its scale office at Wright, Iowa, in a recent fire there.

Wm. H. Stahl's grain and hay store at Cambridge, Mass., was damaged by fire to the extent of $100 last month.

Tierney & Co., grain and feed merchants at St. Paul, Minn., suffered a loss of about $500 by fire one day last month.

An unsuccessful incendiary attempt was made to destroy the large grain warehouse of Aaron Kuhn at Pullman, Wash., last month.

A two-story brick building at Greenville, Mich., occupied in part by Miller & Miller as a grain warehouse, was destroyed by fire on April 1.

Sol. Abraham's grain warehouse and 3,500 bushels of grain, at Roseburg, Ore., were destroyed by fire March 20. Loss about $8,000; insurance $2,000.

In a destructive fire which visited the village of Trivoli, Ill., a few days ago, a grain elevator and corn crib, with 2,500 bushels of corn, was destroyed.

The power house of the St. Anthony & Dakota Elevator at Cavalier, N. D., was destroyed by fire recently. By hard work the well-filled elevator was saved.

H. H. Leech & Co. of Hennepin, Ill., lost considerable shelled corn last month by the side of their elevator breaking and letting the corn into the Illinois River.

The roof of Jacobs & Brauer's elevator at San Jose, Ill., caught fire from a locomotive spark on April 7, but was discovered and soon extinguished by a bucket brigade.

Jos. Anderson's elevator at Breckenridge, Mo., was burned one night last month. It was valued at about $4,000, and insured for $2,500. It will probably not be rebuilt.

Green & Shoemaker's grain and feed warehouse and Abbott Bros'. rice warehouse at Crowley, La., were destroyed by fire last month, causing a loss of many thousands of dollars.

The Breese Mill & Grain Co.'s plant at Breese, Ill., was struck by lightning on March 17, and largely destroyed by fire. The loss was about $20,000, fully covered by insurance.

A wall of the annex to the Spencer Grain Co.'s elevator at McGregor, Iowa, gave way one day last month under the pressure of grain, and let considerable wheat onto the ground.

McMillan & Sons' elevator at Vernon, Texas, operated by Crutchfield Bros., was burned on March 25. It contained 1,760 bushels of wheat and 200 bushels of oats. The grain was insured for $1,000.

The elevator at Oxford, Ohio, belonging to Mrs. Elizabeth Twitchwell, and operated by the Semler Milling Co., Hamilton, Ohio, was burned March 16, by a fire supposed to have originated from an overheated office stove. The loss to the company is several thousand dollars. The building was insured for $1,000.

The roof of the engine room of the Dominion Elevator at Portage la Prairie, Man., was burned recently and the engine and boiler damaged. The elevator was saved after one side received a scorching.

The Minneapolis & Northern Elevator at Penn, N. D., was destroyed by fire on March 18. The elevator contained 6,000 bushels of wheat and 1,000 bushels of flax. The house will probably be rebuilt.

The Atlas Elevator at Marshall, Minn., recently purchased by the Independent Grain Co., caught fire in the engine room last month, but was put out by a chemical extinguisher before much damage was done.

The large seed, grain and feed house of E. S. McClung & Co. at Knoxville, Tenn., was gutted by fire on April 5. The total loss is estimated at $15,000. An unusually large stock of seeds was on hand at the time.

Thomas Sanders met with an accident in the Middle Division Elevator at Wapello, Ill., receutly. He got a foot caught on a drag belt, resulting in a badly bruised ankle and the cutting of two of his toes, he being saved from worse injuries by his heavy shoe.

A large elevator and hemp house at Lancaster, Ky., owned by the Lancaster National Bank, and occupied by Marksbury & Son, was destroyed by fire on April 6. It contained 2,500 bushels of wheat and considerable hemp, bags and machinery. The loss is covered by insurance.

About 10 o'clock on the night of April 4 a fire broke out in a loft of the Marfield Elevator at Groton, S. D. The house contained about 20,000 bushels of wheat, which, together with the adjoining coal sheds and contents, were destroyed. The Atlas Elevator near by next caught and burned, but it had been empty for several weeks. The elevator of F. C. Robinson was the third to burn and it contained 6,000 bushels of wheat. The coal sheds containing about 65 tons of coal were also burned. The first two houses were probably insured, but Mr. Robinson's loss is only partially covered by his $2,200 insurance.

James Kelley, senior member of the grain firm of Kelley & Ryan at Luverne, Minn., was horribly burned in a gasoline explosion on March 30. The supply tank which feeds the gasoline engine was discovered to be leaking and the gasoline was poured into another tank and the leaky vessel then filled with water to locate the leak. After the water had been poured out Mr. Kelley lit a match and held it to the bottom of the tank, and was looking into the top to discover the holes when the explosion took place. Mr. Kelley's face and hands were fairly cooked by the flames, but his eyesight was not seriously injured.

## MARCH VS. APRIL PRICES.

An interesting compilation, covering a period of ten years, has been made to show that purchases made right in March invariably show profits in April. The compilation takes the lowest prices of wheat, corn and oats in March and the highest prices in April, as follows:

| | Lowest cash price March. | | | Highest cash price April. | | |
|---|---|---|---|---|---|---|
| | Wheat. | Corn. | Oats. | Wheat. | Corn. | Oats. |
| 1888 | 71¾ | 45½ | 26¾ | 82 | 56¾ | 32¾ |
| 1889 | 92¼ | 33¾ | 24¼ | 101 | 35¼ | 25¼ |
| 1890 | 76¼ | 28 | 20 | 92¼ | 33¼ | 25 |
| 1891 | 99⅛ | 54 | 47 | 116 | 75½ | 57¾ |
| 1892 | 77¼ | 36½ | 27 | 86 | 42¾ | 30¼ |
| 1893 | 72¼ | 39⅞ | 28⅞ | 88 | 42 | 29¼ |
| 1894 | 55⅝ | 34⅜ | 29 | 65¼ | 39¼ | 34 |
| 1895 | 51⅜ | 42¾ | 28½ | 69½ | 48⅜ | 30⅛ |
| 1896 | 59⅞ | 28 | 18¼ | 71 | 30⅝ | 20 |
| 1897 | 69⅜ | 22¾ | 16 | 97 | 25¼ | 18¼ |
| 1898 | 100 | 28⅛ | 24⅞ | 123½ | 35¼ | 31⅞ |

This table shows the following advances from the low point in March to the high in April:

| | Advance on Wheat. | Corn. | Oats. |
|---|---|---|---|
| 1888 | 10¼ | 11¼ | 6 |
| 1899 | 8¾ | 1½ | 1 |
| 1890 | 16 | 5¼ | 5 |
| 1891 | 16⅞ | 21½ | 10¾ |
| 1892 | 8¾ | 6¼ | 3¼ |
| 1893 | 15¾ | 2¼ | ⅜ |
| 1894 | 9⅝ | 4⅞ | 5 |
| 1895 | 18⅛ | 5⅝ | 1⅞ |
| 1896 | 11⅛ | 2⅝ | 1¾ |
| 1897 | 27⅝ | 2½ | 2¼ |
| 1898 | 23½ | 7⅛ | 7 |

Minneapolis in 1898 handled 100,745,460 bushels of grain of all sorts.

# CROP REPORTS

[Readers will confer a favor by sending us reports each month of the acreage and condition of growing crops, the amount of grain and hay in farmers' hands and stocks in store, for publication in this department.]

The very general rains in California last month have brightened the prospects for a wheat crop very materially, so that now a fair harvest is looked for.

A. C. Johnson, of the Van Dusen Elevator Co., is reported as predicting a great wheat crop in the Northwest this year, owing to the frost having entered so deeply into the soil.

All of the reports from the best winter wheat sections of Illinois give discouraging views of the crop outlook. There was a large acreage sown but much of it will be plowed up and sown to corn.

The Tennessee crop report for April 1, tabulated from over 500 letters, shows the wheat acreage as compared with 1898 to be 90 per cent, and the damage done by freezing will reach 30 per cent.

On March 28 F. D. Coburn, secretary of the Kansas State Board of Agriculture, said: "As soon as we get a little auspicious weather I will hear from the board's correspondents. Then we will have facts to give out, not prophecies."

The April 1 bulletin of the Ohio State Board of Agriculture gives the condition of the winter wheat crop as 85 per cent of a full average. It is estimated that 26 per cent of the crop of last year is in the hands of growers. Rye is 87 per cent; barley, 84; corn in crib, 98; remaining unhusked, 8 per cent.

Goffe, Lucas & Carkener, the grain commission merchants of Kansas City, send us condensations of their crop reports for Kansas and Nebraska up to April 4. Nearly all correspondents hazard some guess as to the damage, but the opinion seems general that growing weather must be had before any accurate estimates can be made.

The April 1 report of the Nebraska State Board of Agriculture says that reports from various counties south of the Platte, where all the winter wheat is raised, indicate that the loss is the heaviest in the state's history, and is probably 60 per cent. The corn acreage this year will be nearly double that of last, or about 15,000,000 acres.

A recent report from Umatilla County, Oregon, says: "Reseeding of the lands on which the winter wheat was frozen out has been done very rapidly. Eliminating the element of loss from the added expense for resowing and the fact that the average yield of spring-sown grain is less than that of fall-sown, the prospects for the season are very bright."

The Missouri crop report for April estimates the condition of the winter wheat crop at 66 per cent, against 80 for April last year. Higher temperature and warm showers may materially change estimates by the first of May, but the continuance of cold weather so late in the spring has shortened the growth of the plant and the maturing of the grain. Sixteen per cent of the 1898 wheat crop is in farmers' hands, and 23 per cent of the corn crop. Oats acreage probably 83.

MISSOURI CROP BULLETIN, April 11.—The spring of 1899 goes on record as one of the most backward in the history of the state, the season being now nearly one month late. It is probable that the acreage sown to oats will be smaller than usual owing to the lateness of the season. Frequent freezing and thawing during the past month has been very severe on the wheat crop, and in the northern and western sections the present outlook is discouraging, many corrspondents reporting that one-half the crop has been killed.

IOWA CROP BULLETIN, April 11.—The Bulletin of the Iowa Weather and Crop Service for the week ending April 10, says, in part: Compared with last year the season for beginning seeding and other farm operations is about three weeks late; and it is fully two weeks later than the average of the past ten years. The fields of winter wheat have not as yet shown signs of life, and it is believed that late sown wheat is about all killed. The early sown fields have also suffered material damage. Last year's seeding of clover has been badly injured in all sections. The consumption of grain and forage during the past winter has been much greater than usual.

MICHIGAN CROP REPORT, April 11.—The average condition of wheat in the southern counties is 70; central 73; northern 83, and in the upper peninsula 100. The average for the state is 72. It will be some time before the exact condition of winter wheat can be determined. The total number of bushels of wheat reported marketed by farmers in March at the flouring mills is 639,850 bushels, and at the elevators, 513,780, or a total of 1,153,630 bushels. Of this whole amount, 953,113 bushels were marketed in the southern counties, 152,988 bushels in the central counties, and 47,529 bushels in the northern counties. The total number of bushels marketed in the eight months, August-March, is 13,041,164, or 113,832 bushels more than reported marketed in the same months last year. At 160 mills and elevators from which reports have been received, there was no wheat marketed in March. Wheat shipped by railroads, as reported for February, is 479,927 bushels. The amount of wheat in farmers' hands, as reported by the wheat correspondents, is: For the southern counties, 29 per cent; for the central counties, 22 per cent; for the northern counties, 14 per cent, and for the state, 27 per cent of the crop of 1898.

S. A. Berry, a traveler from Kansas City, who is well acquainted with the section of Kansas which he covers, writes us from Wichita on April 8, as follows: "The crop in this section is looking brighter every day. Two weeks ago it was reported 50 to 60 per cent damaged, but last week the weather has been favorable and it seems to have changed the crop so I can say the damage will be around 25 per cent. There is not near the dead wheat that was reported. Lots of wheat that was planted on sandy soil is blown out. If it was not for that I would say 20 per cent would be a fair average for the wheat damage. If the weather holds the same the coming week as to-day, wheat should improve very much."

GOVERNMENT CROP REPORT, April 10.—The April report of the statistician of the Department of Agriculture will show the average condition of winter wheat on April 1 to have been 77.9, against 86.7 on April 1, 1898, 81.4 on April 1, 1897, and a ten-year average of 84.4. The averages for the principal winter wheat states are as follows: Pennsylvania 89, Texas 71, Tennessee 71, Ohio 86, Michigan 75, Indiana 72, Illinois 74, Missouri 73, Kansas 66, California 93. Of the thirty states producing winter wheat, twenty-six, containing over 76 per cent of the total winter wheat acreage, report a condition below their respective ten-year averages. The average condition of winter rye is 84.9, against 92.1 on April 1, 1898, 98.9 on April 1, 1897, and a ten-year average of 90.

The April report of the Orange Judd Farmer says that the season since December has been in every way unfavorable for winter wheat, and that as a result the crop has undoubtedly suffered severely. There has been as yet no growing weather, except in the extreme South, and it is not possible at this date to definitely measure the extent of the damage. Estimates of county reporters consolidated to show state averages are presented, with the caution that the figures are largely based on the personal views of local observers concerning probable effect of the severe winter upon the plant rather than upon any definite actual knowledge of crop conditions. The state averages are: Texas, 80; Tennessee, 75; Kentucky, 76; Ohio, 92; Michigan, 80; Indiana, 86; Illinois, 80; Missouri, 79; Kansas, 75; California, 92; Oregon, 75; Washington, 80; Oklahoma, 75. The general average is 82.1, against 89 last year, and is the lowest average reported by this authority since the organization of the service in 1894.

KENTUCKY CROP REPORT, April 1.—Reports were received this month from 161 correspondents, representing 104 counties. Wheat.—The absence of growing weather during the month of March has left the solution of the fate of the late wheat to the future. The condition of early wheat is still reported excellent, and in a few counties, where the major portion of the crop was sown early, the prospect for a full average crop is good. Severe freezing while the soil was saturated has further weakened the vitality of the plant, and were it not for the wonderful recuperative qualities so often shown we might despair of receiving any returns from a considerable per cent of the acreage. A number of correspondents report that the acreage will surely be reduced by plowing up and sowing to other crops. We would advise that ample time be given for development before resorting to this measure. All vegetation is fully one month late, and the prospect should be judged accordingly. The condition April 1 averages 77, as compared with normal years, a loss of three points since March 1. The average condition on this date for the past three years has been as follows: 1898, 101; 1897, 94; 1896, 69. The western section shows the lowest average condition, 69. In the central section the average condition is 78; in the eastern the condition is 85. The condition in the western section has suffered a loss of 1 point since March 1; the central a loss of 7 points and the eastern a loss of 3 points.

The Chicago Daily Trade Bulletin of April 6 says: "A summary of the reports in conjunction with late state reports indicates that the condition of the winter wheat crop of the United States is not to exceed 75, which, even on the increased acreage, would not produce to exceed 355,000,000 bushels to 360,000,000 bushels, or 20,000,000 bushels less than last year. States east of the Rocky Mountains will probably show a shortage of 35,000,000 to 40,000,000 bushels at present outlook, which will be partly reduced by the increased production in California. Seeding of the spring wheat is decidedly backward in Nebraska, Iowa, Minnesota, South Dakota, North Dakota, and in the Rocky Mountain districts, and the outlook favors a decreased area. The following is an approximate summary of the reports on the damage and acreage of winter wheat in the states named:

| States. | Damage per cent. | Acreage compared with 1898. |
|---|---|---|
| New York | 10 | 110 |
| Pennsylvania | 10 | 106 |
| Maryland | 5 | 100 |
| Virginia | 10 | 103 |
| Kentucky | 12 | 108 |
| Tennessee | 20 | 95 |
| Ohio | 8 | 111 |
| Michigan | 10 | 110 |
| Indiana | 19 | 110 |
| Illinois | 30 | 111 |
| Missouri | 22 | 110 |
| Kansas | 30 | 111 |
| Texas | 24 | 118 |
| Iowa | 20 | 110 |
| Nebraska | 40 | 113 |
| Wisconsin | 17 | 110 |
| California | None | 150 |

# OBITUARY

Robert Shannon of Brantford, Ont., who was a large grain dealer a few years ago, died last month.

John Walters, who for the past 15 years had been engaged in the grain trade at Parnell, Ill., died on March 31, aged 59 years. He was born at Solomon, Ill.

L. A. Carr, a wealthy citizen of Charleston, W. Va., died March 21, aged 47 years. He had recently been engaged in the wholesale grain and feed business and was formerly the owner of a large flour mill.

Robert C. Brown, for 20 years a wheat trader on the Chicago Board of Trade, died at his home in River Forest, Ill., on April 11, from heart trouble. At the time of his death he was connected with J. F. Harris.

Geo. R. Hurd died at Monroe, Mich., on March 13, aged 67 years. He went to Monroe in 1872 and built up a large business in shipping grain and pork, and had long been one of the most prominent citizens of his town.

Abraham Eichold died recently in Nice, France. About 20 years ago he made a fortune in wheat speculations on the Chicago Board of Trade and retired before he lost it. For the past 15 years he has resided in Germany.

Edward P. Steffey, a prominent citizen of Williamsport, Md., died in Baltimore on March 30, aged 62 years. He was a member of the firm of Steffey & Findlay, large dealers in grain and coal. This partnership was formed in 1873.

James F. Bassett, of the grain commission firm of Commons, Bassett & Co., died suddenly of paralysis at Minneapolis, Minn., on April 10. He was 75 years of age, and went to Minneapolis ten years ago. His wife and three daughters survive him.

A. J. Newell of Ottawa, Ill., died April 9 of paralysis. Mr. Newell was a member of the grain firm of Dunaway, Newell & Co., which was formed about the first of November last, the other members of the firm being J. N. and G. C. Dunaway. They purchased a line of five elevators from A. K. Knapp, with whom Mr. Newell had been connected 22 years.

Ewan McLennan died at Brockville, Ont., on March 25, aged 73. When a young man he went to Montreal from Lancaster, Ont., and engaged in the grain forwarding business. In later years he became a prominent member of the Board of Trade and the Corn Exchange. He retired about two years ago, and nearly a year ago he entered the hospital at Brockville, where he remained until death came.

Jewett M. Richmond, one of the foremost citizens of Buffalo, N. Y., died of apoplexy March 27, aged 68 years. Mr. Richmond made his home in Buffalo in 1854 and in 1860 the firm of J. M. Richmond & Co. was organized to carry on a grain commission, storage and elevator business. In 1863 the Richmond elevator was built. The Buffalo Library and the Iroquois Hotel are among the monuments of Mr. Richmond's untiring personal efforts.

James M. Girvin, aged 75 years, died March 16, of heart trouble, at his home in Baltimore, Md. Mr. Girvin came from Belfast, Ireland, at the age of 12 years. In 1845 he became a member of the grain firm of J. & J. M. Girvin. Later he was in business alone and then with his son until the latter's death. About a year ago the firm of J. M. Girvin & Co. was organized. Deceased was one of the oldest members of the Baltimore Chamber of Commerce.

# PRESS COMMENT

### DOLLAR WHEAT.

Alluding to the recent controversy regarding the world's wheat supply, the Engineering News says it is probably true that the low average price of wheat which has continued during the last quarter of the present century will never again be repeated for a similar length of time. The fact that consumption is increasing faster than production is bound to have its effect. It seems altogether probable that "dollar wheat" will in the not distant future represent the minimum of the wheat raiser's return from his crop.—Madison State Journal.

### GEORGIA CORN.

The South increased its corn production largely last year, but did not increase it enough. What we regret most about the matter is that Georgia not only did not equal her corn record of the year before, but actually fell millions of bushels short of it. She was the only southern state that did not raise more corn in 1898 than in 1897. This does not sound like Georgia. Georgia cannot continue to be the Empire State of the South and depend more and more every year on the West for her breadstuffs. What is Georgia going to do about it this year.—Atlanta Journal.

### CHANGE IN EXPORT TRADE.

Bradstreet's is of the opinion that "the current of our trade with abroad is changing, and that abnormally large gains in exports, minimum exports and immense trade balances in this country's favor will soon be a thing of the past." Increasing prosperity has caused us to buy more foreign goods, while better crops abroad have lessened the demand for our cereals. The political economists may maintain that the impending change will be for the better; nevertheless our immense export aggregate during the past year has been a very comforting thing. —Los Angeles Express.

### GOVERNMENT CROP REPORT.

The Agricultural Department did all it could, by the presentation of wild statistics, to depress the price of our agricultural products, but natural conditions have reasserted themselves and farmers are likely to get a better price for wheat and corn in spite of the government crop bureau. Farmers are beginning to ask themselves why a bureau of the government, supported by the people, and instituted ostensibly for the benefit of the farmers, is constantly playing into the hands of the "bear" speculators and depleting the pockets of the producers.—Minneapolis Tribune.

It begins to look like the government's reporters need another overhauling. There is too much guesswork connected with the reports. First the state reporters make numerous guesses during each year, the commercial reports are numberless, and finally the government's estimates are made up from guess reports supplied largely by consumers, railroads to boost stocks, feeders, land speculators, and all other speculators—and just now it looks like the government's report was made up to enable the toll-gatherers to gain possession of the corn still in the farmers' hands before the world's large deficiency in corn becomes generally known. A little shaking up all along the line of the crop reporters will do no harm, and it will be well for them to know that someone is watching their acts. We believe that it will be proved within six months that the supply of corn in the farmers' hands on March 1, 1899, is not half the aggregate stated in the government's crop report.—Des Moines Register.

### IN HONOR OF KING CORN.

"Wherever corn grew in the Southern country peace, plenty, chivalry and health obtained. This was just the plain, homely corn, prepared in pones, hoecakes, batterbread, ashcake, mush and hominy," writes the Afton (Va.) correspondent of the Richmond Dispatch. "The pone of cornbread, as we knew it, was symbolical; wherever it was eaten, in cabin or cottage, or up at 'de big house,' good cheer and plenty reigned. The people whom it fed were as sturdy and wholesome as itself. The corndodger helped to build us up as a nation and added riches to the whole country.

"Visions of old colonial homes—the abodes of culture and refinement, with their surroundings of oak or aspen groves—rise up at mention of the homely corncake; the negro cabins clustered like villages around, and the negro laborers grew sleek and jolly as they weeded the next year's growing crops.

"Why should not King Corn be crowned again? "If the healthful and economic value of corn as food was more thoroughly known it would increase the demand and give our own people a sure and almost exclusive market, for nowhere in the world is corn so rightly indigenous to the land as in the southern and western parts of the United States."

### CHEAPER TRANSPORTATION.

The improvement in the harbor of New York will be felt in the transportation business, as the ability of freighters doing business at New York to carry larger cargoes will tend to a reduction in the rates and thus benefit the producer of breadstuffs. This same argument holds good in the case of the Erie Canal. If by widening and deepening the great artificial waterway, the canal boats can be made to carry so much more than the canal boats of the present that they can be operated with profit at even lower rates than those at present extant, the flow of business to New York will increase, and less will be heard about the growth of other shipping ports through the influence of superior facilities. Traffic will flow in the direction of the least resistance in the form of transportation rates and wharfage charges, and no grumbling can alter that law of trade.—Milwaukee Evening Wisconsin.

# The EXCHANGES

Premiums for choice of Chicago Board of Trade telephones brought $1,705, against $2,110 last year.

The hay, grain and feed dealers' organization of St. Louis is vigorously pushing the project of a world's fair for that city.

Premiums aggregating $367.50 were paid by members of the Baltimore Chamber of Commerce for choice of grain tables at the recent annual assignment of sample tables.

Although Good Friday is not a legal holiday in this country, all commercial exchanges were closed on that day with the exception of the New York Produce Exchange, and business there was all done on the curb.

The directory of the Chicago Board of Trade now holds its meetings in the newly made quarters on the seventh floor. These rooms, together with an arbitration room, occupy space in the building that has not heretofore been utilized.

Considerable change in the membership of the Chicago Board of Trade has taken place this year. Among those retiring are Hugo and Ferdinand Schumacher, formerly of the American Cereal Co. A membership nets the seller about $850.

The Board of Trade Clearing House has been incorporated at Kansas City with a capital of $5,000. The incorporators are Jos. J. Hiddleston, Chas. C. Orthwein, Wm. T. Kemper, Edwin O. Moffatt and John Chisholm. Trades aggregating large amounts are now being settled every day through the clearing-house.

The Montreal Corn Exchange having received a decided reply from the government at Ottawa to effect that the canals would not be opened until May 1, appointed a committee to wait upon the government. The committee was also empowered to petition the government against the proposed concessions of the Harbor Commissions to a Buffalo-Cleveland syndicate in return for certain improvements.

The following resolution was passed at a recent meeting of the Winnipeg Grain Exchange: Resolved, That this Winnipeg Grain and Produce Exchange memorialize the Dominion Government that all grain from Manitoba and the Northwest Territories, passing Winnipeg to Fort William or east thereof, be inspected at Winnipeg and warehoused at Fort William or at eastern terminal elevators on Winnipeg inspection.

In accordance with the wishes and instructions of members, the directors of the Chicago Board of Trade appointed a committee of ten to go to Springfield to fight against the passage of Senate Bill No. 107, which purposes to legalize demurrage charges and make them a lien on the freight. The following gentlemen were appointed as members of this committee: Lloyd Smith, A. W. Fernald, J. G. Walters, P. Eschenberg, L. Winans, C. A. Davies, S. H. Greely, H. P. Edwards, W. L. Kroeschel, F. Maurer.

Orange Judd Farmer says the bean acreage for the coming year promises to be as large as usual in Michigan and New York.

An alleged attempt to corner the jute grain bag market of California, or at least the product of the San Quentin jute mill, was frustrated by the prison directors, who ordered that bags made at the mill be sold in lots of 5,000 or less, instead of in lots of 5,000 only, and that thereafter (March 29) no orders for 5,000 bags or over be accepted. The mill sold 2,500,000 bags during the season, mainly, it seems, in large lots. The stock in hand March 25 was only about 1,000,000.

# FLAXSEED

The area of flaxseed in India is reported at about 4,009,000 acres, against 4,004,000 acres last year.

The distribution of American Linseed Oil Company stock to holders for old National stock will begin on July 1.

Flax prospects in India are much better than a year ago, the seed estimates being 95 per cent of average against only 86 a year ago.

Complaints are made at West Superior that the flaxseed inspection at the head of lakes is unfair and operates to favor shippers to Minneapolis rather than to the head of the lakes.

The total receipts of flaxseed August 1 to March 1, at the six principal markets, were 14,805,000 bushels. Duluth handled 6,155 bushels; Chicago, 4,842,000 bushels; Minneapolis, 2,820,000, and so on.

The Canadian Rubber Company, of Montreal, is building a linseed oil mill in that city; and to secure seed are trying to contract with Manitoba farmers for 1,000,000 bushels. The company now has an agent in the West on this kind of a mission.

The state of Washington will make the experiment of using flax tow for making grain bags in the penitentiary. The tow will come from J. J. Cunningham, of Salem, Ore., and if it works successfully the home grown flax fiber will be used instead of India jute, the present raw material.

Flaxseed is moving out of storage into the hands of the mills, and holders who had faith in the stuff and held on through the winter are pocketing their profit. The Dickinsons are said to have banked a comfortable pile and even the new American has done pretty well on the market since December.

The experts at the Minnesota Agricultural College have been experimenting with the growing of flax for fiber. The state some years ago had several flax mills, but all have gone out of business. The college has planted selected seed and a typical fiber plant has been obtained, but no data of the work have been summarized as yet.

A London cable dated March 11 said that three representatives of an American syndicate were then in that city negotiating for a combination of the English and American oil mills. The promoters were talking of $75,000,000, and a division of the territory, limiting each branch to national territorial limits, with a joining of forces for the continential raid. The oil-milling industry of Great Britain is confined to Hull and Liverpool, Hull being the larger producer, but Liverpool having the largest single mill in the world.

### A NEW USE FOR LINSEED OIL.

A new industry, based upon the invention of Charles Grist, has been established in England, which will increase the demand for raw linseed oil, or any of the other vegetable oils of like properties, and the products of which will enter into competition with rubber and guttapercha as raw materials.

The property of linseed oil made use of is its quality of hardening by oxidization, as in paints and varnishes, in each of which it is spread out in thin layers for oxidization. When left in bulk, however, although exposed to the air, it became pasty only. There are degrees of hardness intermediate between the two named. Manufacturers have taken advantage of these intermediate degrees of hardness for the manufacture of oilcloths and linoleums; but the difficulties attending the use of oxidized oils for other purposes have made them practical failures owing to the impossibility of accomplishing the perfect and graded combination of the oxygen with the oil as needed, there being always a certain portion of oil under or within the hard outside skin, which vitiated the treated fabric for many uses which it was known it might be used for if perfect.

The new method of oxidization perfected by Mr. Grist is to saturate a quantity of tow with the oil and then in a centrifugal machine throw out every particle of oil except that which clings in minute globules to the fiber of the tow itself. The bunches of tow are then put on girds of metal in a chamber where warm air is forced through them and in twenty-four hours the oil is thoroughly oxidized. The material is then ground up, mixed with any desired coloring matter and finally rolled out into sheets, in which condition it resembles india-rubber and possesses many of the qualities of rubber and gutta percha. It is as resilient as rubber but not as elastic, is impervious to chemical action, and withstands heat up to 240 degrees F., and it can be vulcanized by the same processes used for rubber and gutta percha. It has high electrical insulating qualities and can be used for cable wire coverings and other forms of electrical insulators, and it is made into wheel tires which are said to be equal to those of rubber. It can be dissolved in ethereal spirits of all kinds, and from these solutions it can be applied as waterproofing coverings for fabrics of any sort.

The Kansas City Hay Co. of Kansas City, Mo., has sold out.

The hay firm of B. F. Gray & Son, at Ellsworth, Maine, has been dissolved.

Wm. Harmelink & Co., hay dealers at Grand Rapids, Mich., have dissolved.

Hudson River hay barges started on their first trip during the last week in March.

Mitchell & Cottrell are shipping on an average of two tons a day from their new cut hay works at Saegertown, Pa.

James T. Nevin, hay and feed dealer at Seabright, N. J., will enlarge his store to accommodate a larger stock.

L. A. Henning and Calvin King have formed the firm of Henning & King, at Butler, Ind., for the purpose of buying and shipping hay and straw.

The Hay and Feed Dealers' Association of Baltimore held its fifth annual banquet and meeting on March 28. H. R. Diggs was elected president.

Several hundred tons of prime timothy hay were recently furnished by dealers at Ellensburg, Wash., to Seattle parties who had secured a contract for a cargo for the Philippines.

Pittsburg dealers look upon the rapid advance in the price of hay during the last few weeks as indicating that the market will reach the highest point since the summer of 1895.

Bailed hay was selling recently in Baker City, Ore., for $20 a ton, with every prospect of advancing. In some localities in that vicinity stockmen are unable to buy feed and have turned their sheep out to pick a living if they can.

It is announced that the Northern Central Railroad Co. will build a hay shed in Baltimore, at Monument and Constitution streets, about 381 feet long. This will be a great convenience for dealers in Old Town, East and Northeast Baltimore.

According to the Los Angeles Times, the lowest quotation for alfalfa during the past four months has been $14.75. The rains during the past month, however, are expected soon to result in lower prices and to put the state on a self-supporting basis as to hay supply.

A late press dispatch from Americus, Ga., says that the farmers of Sumter County are paying much attention to diversified farming. Special attention has been given by the Agricultural Society to the raising and curing of hay, and it is expected an enormous crop will be gathered this year.

A fire, supposed to be the work of an incendiary, started in a straw shed of the extensive establishment of S. S. Daish & Sons at Washington, D. C., on March 26. The elevator was saved, but building containing the following stocks was destroyed: 800 tons of straw, 20 tons of peat-moss, 1,000 tons of hay, 100 barrels of salt, 600 tons of coal, 20 cords of wood, 100 tons of bran and the track scale, which cost $1,000. The total loss is estimated at $30,000; insurance, $25,000.

The Hay & Grain Association of Norfolk, Va., has been incorporated with a capital of $5,000. The incorporators are R. Henry Jones, F. A. Bennett, Robert Wilson, R. Hunter Rogers and H. E. Owen. The charter recites that the principal object of the organization is "To provide for, regulate and inculcate just and equitable principles in trade, and to acquire, preserve and disseminate valuable business information, and to adjust controversies and misunderstandings between its members."

The South Texas Hay Association held an interesting meeting on April 4 at Houston, Texas. One of the most interesting events of the session was the reading of a letter from Vice-President J. T. Lacy, relating the manner in which he had been treated by a Galveston receiver. This receiver visited Pearland, examined the hay, and purchased the whole amount, estimated at 20 tons, at an agreed price. After 10 cars had been shipped and 3 more ordered forward, word came that 6 out of the 10 cars had been refused and only a portion of the draft paid. After much discussion the case was put in the hands of an arbitration committee, composed of Judge Geo. E. Mann of Galveston, H. W. Cortes of Houston and Guy Johnston of Pearland, with the request that they give the matter immediate attention. A committee was also appointed to take such steps as in its judgment seems necessary to establish a reliable hay market in Houston.

### REVIEW OF CHICAGO HAY MARKET.

The prices ruling for hay in the Chicago market during the past four weeks, according to the Daily Trade Bulletin, were as follows:

During the week ending March 18, the receipts were 5,304 tons, against 3,238 tons for the previous week. Shipments for the week were 148 tons, against 241 tons for the previous week. The market at the beginning of the week ruled dull, the offerings being large and the demand light. Toward the close of the week the arrivals became smaller and the demand was greatly improved. Sales of Choice Timothy ranged at 8.50@9.50; No. 1, $8.00@9.00; No. 2, $7.50@8.25; No. 3, $7.00; Not Graded, $7.25@8.50; Clover Hay, $6.00; Clover Mixed, $7.50; Choice Prairie, $9.00@9.75; No. 1, $8.00@8.50; No. 2, $6.00@7.50; No. 3, $5.00@6.00; No. 4, $5.00. Rye Straw sold at $6.00@6.50, and oat straw at $3.50@4.50.

During the week ending March 25, the receipts were 2,973 tons, against 5,304 tons for the previous week. Shipments for the week were 119 tons, against 148 tons for the previous week. A light business was transacted during the week. The arrivals were very small and a good demand existed. The market was active and a very firm feeling prevailed. Sales of Choice Timothy ranged at $9.00@10.50—outside for fancy; No. 1, $8.50@9.50; No. 2, $7.25@8.50; No. 3, $7.50; Not Graded, $8.00; Clover Mixed, $8.50; Choice Prairie, $9.00@10.00; No. 1, $6.50@8.50; No. 2, $6.00@7.75; No. 3, $5.50@7.00; No. 4, $5.00@5.25. Rye straw sold at $6.00@6.50.

During the week ending April 1, the receipts were 2,647 tons, against 2,973 tons for the previous week. Shipments for the week were 72 tons, against 119 tons for the previous week. The market during the early part of the week ruled firm. The arrivals were small and the local demand moderate. There was also a little more inquiry for the medium grades of Prairie Hay for shipment, principally from country points. Later, the offerings became liberal and the demand was light from all sources. Dealers were holding off until after the first of the month. Sales of Choice Timothy ranged at $10.00@10.50; No. 1, $9.00@10.00; No. 2, $8.50@9.00; No. 3, $8.00; Not Graded, $7.50@9.25; Clover Mixed, $8,25; Choice Prairie, $9.00@10.50; No. 1, $8.00@9.00; No. 2, $6.50@7.50; No. 3, $5.75@6.00. Rye straw sold at $5.75@6.75 and oat straw at $4.00.

During the week ending April 8, the receipts were 4,507 tons, against 2,647 tons for the previous week. Shipments for the week were 92 tons, against 72 tons for the previous week. The offerings of Timothy Hay were large during the early part of the week and the demand was only moderate. The market ruled rather dull and prices declined slightly. Later, the arrivals became smaller and the demand improved somewhat. There was a firmer feeling but no advance in prices. The market for Prairie Hay was dull throughout the week. Receipts were liberal and the demand light. Sales of Choice Timothy ranged at $9.50@10.50; No. 1, $9.00@10.00; No. 2, $8.00@9.25; Not Graded, $7.00@9.00; Choice Prairie, $9.00@10.50; No. 1, $8.50@9.50; No. 2, $6.50@8.50; No. 3, $6.00. Rye straw sold at $6.00@6.50, and oat straw at $4.00.

## GRAIN SHORTAGES ON THE LAKES

Some very interesting points were developed the other morning in a talk among Toledo vessel men in one of the tug offices regarding shortages in grain cargoes. "Some years ago," said one of them, "the schooner Brooklyn, Capt. David Kelly, was transferring grain from Wabash Elevator No. 5 to the Union Elevator. A cargo of wheat was placed in her and she was shifted across the river to the Union Elevator. She was found to be 40 bushels short."

"Yes," said another, "and you will remember the time when the schooner Madeline Downing took on a cargo of grain at a Detroit elevator. When the cargo was in her she began to leak some, and her captain determined to have the cargo discharged into the same elevator from which it was taken. The captain was surprised to find, when the grain was put back into the elevator, that there was a shortage of 60 bushels, and the elevator people wanted him to pay for the grain."

"How could a shortage occur between Toledo and Buffalo?" inquired another mariner. "Why, when a vessel takes a cargo at a Toledo elevator, her hatches are fastened down. These hatches, or one of them, would have to be taken up in order to get at the grain; and suppose they did get up a hatch and remove grain, how would it be got ashore, a long distance away? If the hatches were removed and any grain taken out, the sailors on the vessel would notice it and would not be slow to tell all about it when they got ashore. Shortages and overruns must occur at either the loading or discharging elevators."—Buffalo Courier.

# Late Patents

**Issued on March 14, 1899.**

Shoveling Board for Grain Cars.—Samuel J. Taylor, South Omaha, Neb. Filed July 6, 1898. No. 621,180. See cut.

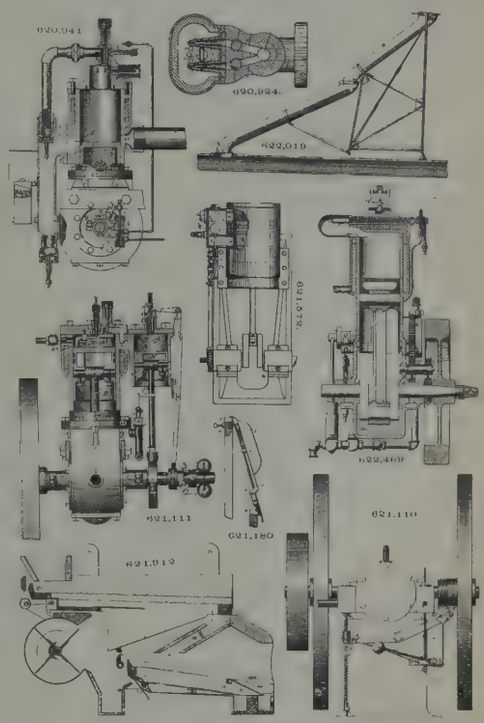
Igniter for Gas Engines.—Louis J. Hirt, Brookline, Mass. Filed September 22, 1897. No. 620,924. See cut.

Gas Engine.—Louis J. Hirt, Brookline, Mass. Filed October 30, 1897. No. 620,926.

Gas or Vapor Engine.—George W. Lewis, Chicago, assignor to the J. Thompson & Sons Mfg. Co., Beloit, Wis. Filed July 15, 1895. No. 621,110. See cut.

Governing Device for Gas Engines.—George W. Lewis, Chicago, assignor to the J. Thompson & Sons Mfg. Co., Beloit, Wis. Filed June 21, 1894. Renewed September 14, 1898. No 621,111. See cut.

Explosive Engine.—George W. Lewis, Chicago, assignor to the J. Thompson & Sons Mfg. Co.,




Beloit, Wis. Filed December 14, 1895. No. 620,941. See cut.

**Issued on March 21, 1899.**

Explosive Engine.—Thomas C. Kennedy, Dayton, Ohio. Filed April 8, 1898. No. 621,572. See cut.

Gas Vapor Motor Engine.—John H. Hamilton, Sandiacre, Eng. Filed December 28, 1897. No. 621,525.

Gas Motor Engine.—John H. Hamilton, Sandiacre, Eng. Filed December 28, 1897. No. 621,526.

**Issued on March 28, 1899.**

Grain Car Door.—William A. McGuire, Chicago, Ill. Filed January 3, 1896. No. 621,842.

Swiveled Spout for Elevators.—D. A. Robinson, Minneapolis, Minn. Filed June 24, 1898. No. 622,019. See cut.

Grain or Seed Recleaner and Grader.—Alfred D. Ferguson, Odessa, Mo. Filed May 15, 1897. No. 621,912. See cut.

**Issued on April 4, 1899.**

Grain Drier.—James McDaniel, Minneapolis, Minn. Filed September 3, 1898. No. 622,521.

Oil Engine.—Feodor C. Hirsch, New York, N. Y., assignor to James W. Eaton, trustee, West Islip, N. Y. Filed September 8, 1898. No. 622,469. See cut.

The hungry bears that daily range
Their well-tramped hunting grounds on 'Change
Are growling at their dismal fate:
They can't afford to hibernate.
—Chicago Tribune.

The branch of the Marsden Development Company at Rockford, Ill., has ceased the manufacture of corn stalk cellulose, the plants located further south being more successful. The Rockford concern will be used as an experimental station, where new processes in making cellulose and corn products will be tried by the company.

# BARLEY AND MALT

Canadian barley exports, once so important, have dwindled to $199,000 in 1898.

Barley sown last September near Santa Barbara, Cal., was making good hay at March 1.

The old Tweddle malt house at Albany, N. Y., has been sold to Murphey & Liscomb, oil merchants.

Wm. Rahr, the well-known maltster of Manitowoc, Wis., has been elected mayor of that city by the large majority of 800.

The Dixie Brewing Company has been incorporated at Columbus, Ga. Oscar Aichel is secretary-treasurer. The capital stock is $12,500.

The representative of the American Malting Company is said to have sold 1,000,000 bushels of malt to the whisky combine at Louisville. This is said to be a ten months' supply.

Cincinnati's receipts of malt were 75,770 bushels and shipments 53,751 bushels for March, 1899, against receipts of 75,739 bushels and shipments of 53,255 bushels in March, 1898.

Illinois parties are going to build a brewery at Huntsville, Ala., on land donated by the Southern Railway Company. M. V. Richards, agent, Washington, D. C., can give information.

Canada in 1898 exported to Great Britain 321,000 bushels of barley, most for feed. Canadian barley for brewing purposes does not seem to take well in England, notwithstanding repeated efforts to force it upon brewers' attention during the last 10 or 15 years.

Friedrich Knüttel, Charlottenberg, Germany, has been granted an American patent (No. 622,051, March 28) on grain steeping tank. It has an ejector tube within the tank and an extension of the tank at the lower end within which the ejector tube extends, a valve connected with the ejector tube, which closes the extension against the tank, and a compressed air nozzle at the end of the tube.

It appears, judging from tests made by the Ixworth Farmers' Club, in West Suffolk, England, that while sweated barley seed gave the better yield, unsweated seed showed the best quality. The average yield of sweated barley was 31¼ bushels per acre, unsweated 29¾ bushels per acre. The average price of such sweated barley was about 52½ cents per bushel, of unsweated only about 48½. In 1897, the sweated barley averaged 37 bushels per acre and unsweated barley yielded 36 bushels per acre. Another interesting point brought out was the difference between winter and spring sown barley. That sown early in November yielded 24 bushels per acre and was worth $7.50 per qr. Barley sown early in March yielded 27 bushels per acre and also fetched $7.50 per qr.

### IMPORTS AND EXPORTS OF BARLEY AND MALT.

| | | Bushels. | Value. |
|---|---|---|---|
| IMPORTS. | | | |
| Barley, February, | 1898.. | 2 | $ 2 |
| do. | 1899.. | 8,180 | 3,705 |
| Barley, 8 months ending Feb., | 1898.. | 124,697 | 43,796 |
| do. | 1899.. | 104,273 | 50,909 |
| Barley malt, February, | 1898.. | 413 | 346 |
| do. | 1899.. | 400 | 325 |
| Barley malt, 8 mo. ending Feb., | 1898.. | 3,182 | 2,976 |
| do. | 1899.. | 3,863 | 3,443 |
| EXPORTS. | | | |
| Barley, February, | 1898.. | 682,254 | $ 304,775 |
| do. | 1899.. | 125,534 | 93,141 |
| Barley, 8 months ending Feb., | 1898.. | 9,532,397 | 4,684,011 |
| do. | 1899.. | 1,710,189 | 1,064,462 |
| Barley malt, February, | 1898.. | 42,209 | 34,384 |
| do. | 1899.. | 19,238 | 13,538 |
| Barley malt, 8 mo. ending Feb., | 1898.. | 244,982 | 167,010 |
| do. | 1899.. | 246,441 | 179,730 |

### EXPORTS OF BARLEY.

Exports of barley from the United States have been running small the latter part of the winter and this spring to date. For example, during February we shipped abroad only 126,000 bushels, against 608,000 bushels a year ago. During the eight months ended February 28, total exports 1,710,000 bushels, against 9,248,000 bushels same period last year. Rather more than half our foreign trade just now consists of California and Oregon barley. Most of that from the western and central states going abroad clears from New York, with small quantities from Boston. The higher rate of duty on barley has served to largely shut out Canadian grain, which formerly competed so sharply with our own in eastern brewing centers. During the fiscal year of 1898 imports into the United States, almost exclusively from Canada, were but 125,000 bushels, compared with 1,272,000 bushels in 1897. During the seven months ended January 31 we imported but 96,000 bushels, compared with 125,000 bushels corresponding period in 1898, and 721,000 bushels in 1897. Our Canadian friends maintain there is little incentive for them to improve the quality or increase the quantity of barley grown, as they have little opportunity to ship it across the line.

BARLEY MOVEMENT AND MARKET.

[In round millions.]

| | Acreage. | Crop. | Exports therefrom. | Prices at Chicago. Malting grades, cts. per bu. Jan. | May. | Sept. | Dec. |
|---|---|---|---|---|---|---|---|
| 1898 | 2.6 | 56 | *1.7 | 36@43 | 48@55 | 39@45 | 47@52 |
| 1897 | 2.7 | 67 | 11.2 | 30@36 | 30@40 | 32@40 | 32@45 |
| 1896 | 3.0 | 70 | 20.0 | 30@40 | 31@40 | 30@36 | 33@38 |
| 1895 | 3.3 | 87 | 7.7 | 51@56 | 50@52 | 40@45 | 32@40 |
| 1894 | 3.2 | 61 | 1.6 | 43@60 | 53@60 | 52@57 | 5@55 |
| 1893 | 3.2 | 70 | 5.2 | 55@70 | 53@66 | 4@56 | 40@55 |
| 1892 | .. | 72 | 3.0 | 52@63 | 45@60 | 53@68 | 55@70 |
| 1891 | .. | .. | 2.8 | 60@75 | 70@77 | 46@67 | 47@60 |

*Exports 8 months to February 28, 1899.

—Orange Judd Farmer.

# TRANSPORTATION

A number of grain ships on the Pacific coast have left the grain trade to haul nitrates.

The Port Arthur ship canal, 7½ miles long, 183 feet wide and 25 feet deep, was opened on March 25.

The P., K. C. & Gulf R. R. has gone into the hands of friendly receivers to effect a reorganization.

Boston is enlarging her grain fleet, the Dominion Line having two new boats of 13,000 tons register building.

The Welland Canal will open officially on May 1, but grain men have petitioned for a date about April 15.

Railway construction in 1899 promises to be the most active since 1893, over 4,000 miles being now under contract.

The railroads have been accumulating empty grain cars during the past month, and rumors of cuts in rates are numerous and noisy.

The Big Four has finally made a practical reduction of 4 cents on grain from trans-Mississippi points to Cincinnati, destined for points south.

The Parry Sound Route is building 1,000 new freight cars and ten locomotives. The route expects to carry 15,000,000 bushels of grain this season.

The shipping firms of Montreal have petitioned the Dominion Government to deepen the harbor of Port Colborne to 20 feet, the depth of water at Buffalo.

The M., K. & T., beginning March 21, gives grain a rate of 11 cents, Kansas City to Galveston, cars to contain a minimum of 60,000 pounds. This is a heavy reduction.

The Straits are not expected to open until May 1 at least—the latest date of opening in 25 years, and a month later than last year. Lake Huron was still full of ice at April 6.

It is reported that certain traffic officials are urging the Official Classification Committee to reduce the grain rate Buffalo to Pittsburg from 10 cents to 8 cents per 100 pounds.

There is said to be but little inquiry at Duluth for grain carriers; nevertheless carriers look for a 3-cent rate on wheat to Buffalo by the time the season opens; the rate had advanced to 2¾ cents on April 5.

The railroads of Southwestern Minnesota have agreed to a reduction of rates on wheat and flaxseed to Minneapolis and Duluth, in amount from ½ a cent to 2 cents. The new rate went into effect on April 10.

The connecting link of 88 miles of the Great Northern Railway of Canada, connecting Quebec with the Canada Atlantic and Parry Sound, forming a new grain route via Ottawa, has been put under contract for completion by July 1, 1900.

The Canada Atlantic Railway has leased a line of barges from the Kingston and Montreal Forwarding Company to run between Coteau and Montreal. Last year the railroad paid the forwarding company a stipulated sum per bushel for the service.

The Interstate Commerce Commission has ruled in a Boston & Albany case that there is no violation of law in the making by the railroad of a lower rate on grain and sixth-class merchandise from Chicago to East Boston for export than to Boston for domestic use, as it is understood that the lower rates in question are a division of a through rate.

The Eastern lines on April 7 agreed to reduce rates on export corn from all Mississippi River crossings between East St. Louis and Dubuque from 16 cents to 10½ cents, the rate applying on grain originating west of the Mississippi, carried through Baltimore. This cut grew out of a B. & O. S. W. contract of 10½ cents on corn, St. Louis to Baltimore. This cut was followed by an immediate break-up of rates, which on April 8 had confessedly "gone to pieces," all agreements of Eastern and Western lines being called off.

Gov. Lowndes of Maryland, apropos the state's sale of its interest in the Chesapeake and Ohio Canal, in a recent interview, said he would never consent to a sale with a bonded guarantee that the canal would be kept open as a waterway for at least 25 years.

At April 6, all the grain vessels in Milwaukee except five have been loaded. There are 28 now loaded with 2,700,700 bushels, the greatest amount of grain ever afloat in that harbor. There is now no inquiry for vessels, but 2 cents on corn is expected at the opening of navigation.

The South Atlantic and Gulf coasts are to be largely improved this summer, as much as $20,000,000 being estimated as already appropriated. The work will be in the way of docks, warehouses and elevators at Port Royal, Wilmington, Savannah, Tampa, Miami, Pensacola, Mobile, New Orleans and Galveston. New Orleans and Galveston's facilities will be largely increased for handling grain.

The new grain minimums in Texas go into effect to-day. The state is divided into five groups and the bureau minimums from Kansas City are as follows: Group 1—wheat, 20; corn, 17; hay, 20. Group 2—4 cents per 100 pounds above Group 1, except on hay, which is 21. Group 3—6 cents above Group 1, except hay, which is 21. Group 4—9 cents per 100 pounds above Group 1. Group 5—12 cents above Group 1.

On account of the lateness of the season, it being expected the Straits will not be open until May, and the stiffening of rates on ore from Lake Superior, lake grain and flour rates are firm. It is also a fact that there are fewer grain boats on the lakes this spring than last, some 43 vessels in the grain trade having been taken off the lakes last fall to the Atlantic, reducing the carrying capacity by about 2,000,000 bushels.

The Burlington, at Kansas City on March 31, issued a new proportional tariff on grain, which takes effect April 3. It applies on shipments of grain products in carloads received from Western connections, whether waybilled through or stopped in transit. From Kansas City to Mississippi River crossings, on wheat, flour and other grain and grain products, 7½ cents per 100 pounds; corn and oats, 5 cents per 100 pounds. These rates will apply as maximum rates to all stations on the Hannibal & St. Joseph Railroad, St. Louis, Kansas City & Northwestern and to Council Bluffs & Kansas City Railroad stations, Milan and south. Kansas City to East St. Louis, Quincy and Alton on wheat, flour, other grain, including corn and oats, 5 cents per 100 pounds; to Peoria, Beardstown and Chapin, 7½ cents per 100 pounds, and to Chicago, Streator and Aurora transfer, 10 cents per 100 pounds. These rates will apply only as proportional rates to points beyond.

# OUR CALLERS

We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month:

A. E. Fenton, Painesville, Ohio.
D. A. Robinson, Minneapolis, Minn.
J. H. Tromanhauser, Minneapolis, Minn.
W. H. Harroun, of Harroun Bros., St. Joseph, Mo.
G. M. Robinson, president Charter Gas Engine Co., Sterling, Ill.
A. F. Shuler, Minneapolis, Minn., representing Huntley Mfg. Co., Silver Creek, N. Y.

Bull.—"I wish that Fellow with the gun (Speculator) would come this way and try for big game."

# Court Decisions

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL B., of the Chicago Bar.]

### Consent of Mortgagee to Sale Gives Good Title.

A purchaser from the mortgagor of grain upon which there is a mortgage, the Supreme Court of Minnesota holds (case of Partridge against the Minnesota & Dakota Elevator Company, 78 Northwestern Reporter, 85), takes his title free of the lien of the mortgage if the sale was made with the authority or consent of the mortgagee. Such authority need not be in writing. It may be express or implied from the conduct of the mortgagee with reference to the mortgaged property.

### Rights of Buyer of Stored Grain When Memorandum Receipts Only Have Been Issued.

The statute of the state of Washington in relation to warehouse receipts provides for a certain description of receipt. But this description of receipt was not given in a certain transaction, but another form of receipt was used, intended, no doubt, to act as a memorandum for the issuance of the permanent receipt. Indeed, the receipt used had on it the following: "Notice: Do not buy this slip. It must be returned for storage ticket.".

But notwithstanding this notice, the Supreme Court of Washington holds (First National Bank of Pullman vs. Young, 55 Pacific Reporter, 215), that a good cause of action against the warehousemen would be stated if it were simply alleged that the wheat covered by one of these memorandum receipts was stored, and that, after such storage the wheat was sold to the plaintiff, demand had been made for the same, and return of the receipt proffered, together with the storage charges, and that the plaintiff was the owner of the wheat. Much more does it consider that a good case was unquestionably stated when the purchaser of the grain alleged the purchase of the same, the transfer of the memorandum receipt to him, and that he had demanded and been refused the storage receipt, and then demanded the grain, etc.

The court says that in the case before it there was no sale of the grain to the warehousemen for storage under the provisions of the statute referred to, and that it was the duty of the warehousemen to deliver the grain which had been stored on demand and return of the receipt, and upon the payment, of course, of reasonable charges. It says that the storage receipt called for would only be evidence of the storing of the wheat, and that, such receipt having been demanded and refused, if an action were brought at all, it would have to be brought in the absence of such receipt. The warehousemen had no power to prevent the owner of the wheat from selling the same or disposing of it in any way he saw fit. They were bailees for hire, and their duty was to deliver the property to the owner, whoever he might be, after the rightful charges had been paid. On any other theory, a sale of the grain by the original bailor would work a forfeiture to the bailees, or warehousemen, of the grain stored, a conclusion which the law does not for a moment justify.

### Liability for Shortage of Wheat.

Cleveland Iron Mining Company against Eastern Railway Company of Minnesota is the title of a recently decided action brought by a carrier of grain on the lakes to recover of a company owning and operating an elevator at West Superior, Wis., the value of 1,502 bushels of wheat alleged to have been short in a cargo loaded into the plaintiff's vessel out of said elevator.

At the shipper's request, the carrier guaranteed delivery of the grain in its bills of lading. There was a deficiency, and to the extent of its value the carrier had to respond to the consignee, who had also through an assignment succeeded to the rights of the shipper. By payment, the Supreme Court of Minnesota holds, 78 Northwestern Reporter, 84, the carrier became subrogated to these rights, as fixed in the bills of lading, and could enforce the same by an action at law, and without any formal assignment.

But the defendant company claimed protection from the fact that, at its request, the Minnesota State Railroad and Warehouse Commission had furnished and maintained at its West Superior elevator, though in Wisconsin, a corps of inspectors and weighmasters; so that by consent of all parties concerned, the business of inspecting and of weighing grain in and out had there been conducted in accordance with the provisions of the Minnesota laws.

Whether the parties interested (carrier, elevator owner and shipper), when selecting or agreeing upon the weighmaster, merely imported an umpire, or incorporated into their contract for an umpire the Minnesota grain laws, the Supreme Court of Minnesota says, did not need to be decided; for, in either event, his decision could be impeached under the evidence produced.

A deficiency of 1,502 bushls in a cargo of 81,000 bushels of wheat, almost 2 per cent of the whole, the court declares, renders it necessary to hold, as a matter of law, that the error was either fraudulent or was so gross as to imply bad faith, or a failure on the part of the umpire-weigher to exercise an honest judgment when weighing out. And for these reasons, upon the whole record, the Supreme Court affirms a judgment in favor of the carrier, and against the company maintaining the elevator.

### Concerning Wheat Brokerage.

The plaintiff corporation, the Van Dusen-Harrington Company, a broker and member of the Chamber of Commerce at Minneapolis, received from the defendant, Jungeblut, according to a report, in 77 Northwestern Reporter, 970, an order to purchase 5,000 bushels of May wheat for him, and executed the order according to the usage and custom of the business.

There being no plea that this was a gambling transaction, the Supreme Court of Minnesota does not say anything on that point; but holds that from the course of dealing between the plaintiff and defendant, as stated in the opinion, it conclusively appeared that it had implied authority from him to advance money to pay his margins and continue the deal so made for him.

The Supreme Court further holds that it must be presumed that the defendant gave the plaintiff authority to make the deal in question according to the usages and customs prevailing in the market in which the deal was to be made.

According to such custom, the defendant had a right, on the failure of the defendant to pay margins, to close out the deal by selling the same on open board of the chamber, which it did, and the deal was purchased by another corporation, some of whose officers were officers of the plaintiff. Now in the absence of any showing that any prejudice resulted to the defendant from the fact that the two corporations were thus related, that fact alone, the court holds, would not be sufficient to avoid the sale.

### Construction of Contracts Relative to Stored Grain.

The owner of a flouring mill and two elevators applied to a Chicago firm of grain merchants for a loan of $3,000, to be used in the purchase of wheat. The firm consented to make the loan. The miller gave his two notes for the amount. Also, having some 6,000 bushels of wheat in his elevators, he gave as security what purported to be a "grain receipt." The notes were several times renewed, and, before they were paid, the miller made a voluntary assignment, turning over to his assignee 3,461 bushels of wheat, as his own property. This wheat the Chicago grain merchants petitioned the court to order the assignee to deliver into their hands by virtue of the "public warehouse receipt" which they held, as they denominated the receipt given them. The court denied the petition, and now the Supreme Court of Illinois holds that it did rightly (Snydacker against Stubblefield, 52 Northeastern Reporter, 742).

The opening sentence of the so-called receipt, stating that the miller had "conveyed and delivered unto the possession" of the Chicago firm 6,000 bushels of wheat stored in a certain described elevator, the Supreme Court says, would constitute a sale of the wheat to the Chicago grain merchants, but that it was followed by an express declaration that the transfer of title was only by way of a mortgage to secure the indebtedness due the firm, which was, in turn, followed by an agreement that the miller, upon request of the firm, should ship and consign the wheat to the latter, and that they should be authorized to sell it in Chicago or elsewhere, and apply the net proceeds of the sale to the payment of their demands, they to account to him if the amount produced by the sale exceeded the amount due them, and he to pay the remainder if such proceeds did not discharge such demand. This instrument the Supreme Court construes to be a "conveyance of personal property having the effect of a mortgage" within the meaning of those words in the Illinois statute. As between the parties, it says that it created a lawful lien upon the identical grain covered by the writing. But, as it did not profess to operate upon any grain other than that owned by the miller and in his possession at the time it was executed, the court holds that it would not even be of any force between the original parties, the miller having at the time none of the original grain on hand.

And, as against the rights and interests of third parties, the court holds that the conveyance was without validity, because it had not been acknowledged and recorded, it being required by the statute that a mortgage must be recorded when the possession of the property to be affected by it is not delivered to the mortgagee.

That the instrument was denominated a "receipt," the court says, would not alter the legal effect to be given it as that would not be determined from the name the parties might have chosen to adopt, but from the terms, conditions and provisions of the instrument itself.

The Supreme Court further holds that the general doctrine, frequently announced—that in order to constitute a bailment the obligation must be to restore the identical thing which was delivered, and that where the obligation of the receiver is to return another thing of equal value, such receiver becomes a debtor to make such return and the transaction is a sale—has no application when the receiver comes into possession in the capacity of a keeper of a public warehouse, within the purview of the constitution and statutes upon that subject. The proprietors of such warehouses, the court continues, do not become debtors to make return of the identical grain deposited, and, therefore, debtors for the value of the grain, but custodians charged with the obligation to restore in quality and quantity.

### RECENT SALES OF TRANSMISSION MACHINERY.

The following are among the recent sales of power transmission and other machinery made by the Chicago branch of the Dodge Mfg. Co.:

The complete machinery for 1,000-horse power rope transmission for addition to the power plant of the Chicago Dock Co.

The entire equipment of elevator, conveyor and power transmission machinery for the new cleaning house of F. R. Curtis & Co., Remington, Ind.

The entire transmission equipment for the Chicago Great Western Railway's new plant at Oelwein, Iowa.

The machinery required by the Chicago Cottage Organ Co. for the improvements which they have added to their plant.

The complete transmission outfit for the new plant of the Menominee (Mich.) Electric Light, Railway & Power Co.

A large amount of rope transmission machinery has been ordered by the Compound Door Co. of Chicago.

A large amount of transmission machinery has been ordered by a wall paper mill in South Carolina.

Kroeschell Bros., Chicago, have awarded their contract for the complete transmission outfit required for a refrigerating plant.

For the Glucose Sugar Refining Co.'s new plant at Marshalltown, Iowa, the complete equipment of shafting.

An order from the Borden & Selleck Co. for power transmission machinery required for a coal dock.

The Kimberly & Clark Co. ordered a 300-horse power rope drive for the Telulah Mill at Appleton, Wis.

It is announced that a citizen of Kempton, Ind., has perfected a process whereby flour can be made from hay, which, the inventor claims, cannot be distinguished from the finest wheat flour. The inventor seems to have a quite lively imagination. He would have been valuable to the Keeley motor establishment.

[Copy for notices under this head should reach us by the 13th of the month to insure insertion in the issue for that month.]


### REPRESENTATIVES WANTED.

Millwrights, machinery dealers and manufacturers' agents wanted to represent us in their territory, on commission, for the sale of elevating, conveying and power transmitting machinery, mill and elevator supplies. Address

WELLER MFG. CO., 118 and 120 North Ave., Chicago, Ill.

### SITUATION WANTED.

Wanted, situation as superintendent or foreman. Fifteen years' practical experience in operating elevators. Am up in every detail. Thoroughly experienced in grain. Good executive and administrative ability. Am accustomed to distributing labor to best advantage and to taking charge of office work. Last building had capacity of 1,250,000 bushels. Excellent references. Age 35; married; Scotch.

D. W. MITCHELL, 6658 Wentworth Ave., Chicago, Ill.

### WANTED.

A young, active man wants position as buyer at country grain elevator; or would like to make connection where he would take active management. Can invest $1,200. Thoroughly reliable and has had plenty of experience. Has held present position eight years. Address

B. 123, Box 4, care "American Elevator and Grain Trade," Chicago, Ill.

## FOR SALE.

[Copy for notices under this head should reach us by the 13th of the month to insure insertion in the issue for that month.]

### ELEVATOR FOR SALE.

For sale, elevator and residence. Address
DRAWER D, Kirkman, Iowa.

### A BARGAIN.

We offer for sale cheap a 24-inch steel double feed grinder. The best feed mill in the country. No use for it here. Inquire of
E. W. LABOMBARDE & CO., Nashua, N. H.

### THREE IOWA ELEVATORS.

For sale, 3 elevators located in Western Iowa, in the best grain section of the state. If you are looking for a good location, and a bargain, address
LOCK BOX 418, Charter Oak, Iowa.

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For sale, elevator and cribs, with capacity of 140,000 bushels. In wheat years 250,000 bushels come to this town. Can ship on Wabash Railway or Illinois River, or transfer from one to the other. Six lots, office and new 8-room house and lot. Price $11,000.

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I offer for sale two elevators, both in first-class condition, located in the best grain and bean section of Michigan and doing a large business. One has a capacity of 15,000 bushels, built in 1894; the other 8,000 bushels, built in 1896. Good coal and feed trade in connection. I wish to reduce my business on account of poor health.

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One 6-groove sheave, 48 inches diameter, 2 15-16-inch bore.

One 2-groove sheave, 48 inches diameter, 1 15-16-inch bore.

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One complete outfit engine and boiler, 60 to 70 horse power. For particulars write to

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THE ST. PAUL ROAD

Chicago, Milwaukee & St. Paul Ry.
DIRECT LINE
FOR PASSENGERS AND FREIGHT
THROUGH ILLINOIS AND IOWA.
Ticket Office, 95 Adams Street.

GRAIN BAGS—BURLAPS.
*All kinds of Bags, New and Second Hand.*
ORDERS FILLED PROMPTLY.
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Factory and Office,
182 Jackson Street, CHICAGO



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168 MERWIN STREET, CLEVELAND, O.,
*MANUFACTURES*

Steel Roofing, Corrugated Iron, Siding and Metal Ceiling.
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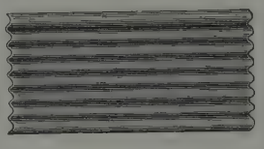

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We are large manufacturers of these goods and can save you money.
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Homeseekers' Excursions.

On the first and third Tuesdays in February and March, 1899, the Chicago, Milwaukee & St. Paul Railway will sell round-trip excursion tickets (good 21 days) from Chicago, Milwaukee and other points on its line, to a great many points in South and North Dakota, Minnesota, Iowa, Wisconsin and other western and southwestern states, at greatly reduced rates. Take a trip west and see the wonderful crop results of last year, and what an amount of good land can be purchased for a little money. Further information as to rates, routes, prices of farm lands, etc., may be obtained on application to any coupon ticket agent, or by addressing Geo. H. Heafford, Gen'l Pass. Agent, Old Colony Bldg., Chicago.



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FOR SALE.

We have two 20-horse power Gasoline Engines for sale. They are in perfect condition, good as new, and can be seen running every day at our elevator here. If interested write for particulars.

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C. H. Matthiessen, President. S. T. Butler, Vice-President.
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The Glucose Sugar Refining Company,

| FACTORIES: | | | | GENERAL OFFICES: |
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| Chicago, Peoria, Rockford | Ill. | Marshalltown, Davenport | Ia. | The Rookery, CHICAGO, ILL. |

The world's largest consumers of Corn. Daily consumption, **100,000 bushels.** We are always in the market for corn, and confine our bids to regular grain dealers. Write or wire us when you wish to sell.

JOS. P. GRIFFIN, Mgr. Grain Dept.



E. R. Ulrich & Sons,
SHIPPERS OF WESTERN GRAIN,
Especially High Grade White and Yellow Corn.
Elevators through Central Illinois on Wabash Ry., Chicago & Alton Ry., C. P. & St. L. Ry., and St. L., C. & St. P. Ry.
Main Office, 6th Floor, Illinois National Bank Building,
SPRINGFIELD, ILLINOIS.
Write for prices delivered. We do not care to make prices south of the Ohio River, on account of the freights.


## COMMISSION CARDS.

[We will not knowingly publish the advertisement of a bucketshop keeper or irresponsible dealer.]


GRAIN DEALERS
We Want Your Business.
If you appreciate **Honest Work, Good Treatment** and **Prompt Returns,** consign your grain to us.
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CHICAGO.
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CHARLES D. SNOW & CO.,
COMMISSION MERCHANTS,
MEMBERS CHICAGO BOARD OF TRADE
234 LA SALLE ST., CHICAGO.
Our Vest Pocket Market Manual furnished free on application.



*Rosenbaum Brothers,*
COMMISSION MERCHANTS
Receivers and Shippers.
GRAIN AND SEEDS.
ROOM 77 BOARD OF TRADE BUILDING, CHICAGO.



JOHN HILL JR., Prest. S. H. GREELEY, Secy.
JOHN HILL JR. & COMPANY.
A reliable board of trade commission house solicits your consignments of **Grain, Seeds** and **Provisions.**
Orders executed for cash or future delivery.
Personal attention given orders and consignments.
Write for our daily letter.
511 RIALTO BUILDING, - CHICAGO, ILL.



MILTON SHIVE,
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WHOLESALE DEALERS IN
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*GRAIN RECEIVERS.*
Consignments Solicited.
MILLING WHEAT A SPECIALTY.

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## L. EVERINGHAM & CO.,

**Commission Merchants.**

ORDERS AND CONSIGNMENTS SOLICITED.

**GRAIN AND SEEDS OF ALL KINDS**

For Cash and Future Delivery.

**Suite 80 Board of Trade, - - CHICAGO, ILL.**

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417-418 Rialto Building, CHICAGO.

**Consignments Solicited.**

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....SUCCESSOR TO....

**J. R. TOMLINSON & CO.**

**...GRAIN AND MILL FEED...**

**416-418 Bourse Bldg., Philadelphia, Pa.**

Correspondence with millers and grain dealers solicited. Sight draft with bills of lading attached honored on all shipments.

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Specialty: Milling Wheat.
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Correspondence from Mills and Wholesale Dealers solicited.

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GREENVILLE, OHIO.

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## E. L. ROGERS & CO.,

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***GRAIN AND MILL FEED,***

**Board of Trade Rooms, Manchester, N. H.**

Letters promptly answered. All sales direct. I want a good Toledo corn account.

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W. M. BELL, PRESIDENT. JOHN H. BOEMER, SECRETARY
WM. D. SAWYER, VICE-PREST. AND TREAS.

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**Grain, Provisions, Seeds.**

REPRESENTED IN CHICAGO, MINNEAPOLIS, DULUTH, KANSAS CITY.

WE INVITE CONSIGNMENTS.

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Consign your GRAIN and SEEDS and send your orders to

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WRITE FOR OUR DAILY MARKET LETTER. CHICAGO.

Nine representatives constantly on the floor of the Board of Trade. Our motto: A man everywhere, thus insuring prompt execution of all orders, and close attention to all business entrusted to us.

EDWARD G. HEEMAN,

In Charge of Receiving Department.

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COMMISSION MERCHANTS
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## L. Bartlett & Son,

**GRAIN AND PRODUCE COMMISSION MERCHANTS.**

BARLEY A SPECIALTY.

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Careful attention given to orders from Brewers, Maltsters and Millers.

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GRAIN BUYERS AND DEALERS.

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**TOLEDO, OHIO.**

SEND FOR OUR RED LETTER. . .

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**CONSIGNMENTS SOLICITED.**

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**GEO. N. REINHARDT & CO.**

MELROSE STATION, NEW YORK CITY.

Geo. N. Reinhardt & Co.
DEALERS IN HAY, STRAW & GRAIN.

We sell on Commission and buy direct,

**HAY, GRAIN AND FEED.**

Storage capacity 8,000 bales, 30,000 bushels
Let us know what you have to offer.

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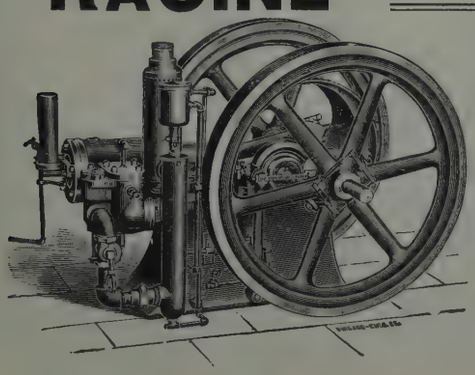

***Especially adapted for operating Grain Elevators.***

**Both Hot Tube and Electric Spark Ignition with each Engine.**

Racine Engines are the result of over ten years' experience in the manufacture of Gas and Gasoline Engines, and embody only such methods and devices as are known to be the best for the purpose.

SIMPLE IN CONSTRUCTION AND OPERATION. EXTREMELY ECONOMICAL.

Write for Catalogue A and Net Prices

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## SEEDS

**THE ALBERT DICKINSON CO.**

Timothy, Clovers, Flax, Hungarian, Millets, Red Top, Blue Grass, Lawn Grass, Orchard Grass, Bird Seeds, Ensilage Corn, Pop Corn, Buckwheat, Field Peas, etc.

OFFICES. COR. CLARK & SIXTEENTH STS.. CHICAGO. ILL.

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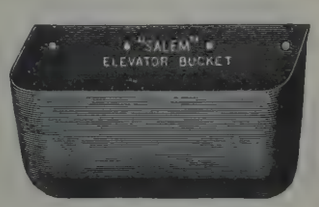
## One Single Word

Stamped on every elevator bucket you buy will insure you perfect satisfaction. That one word is

**"Salem"**




The W. J. CLARK CO., Salem, Ohio, U. S. A.

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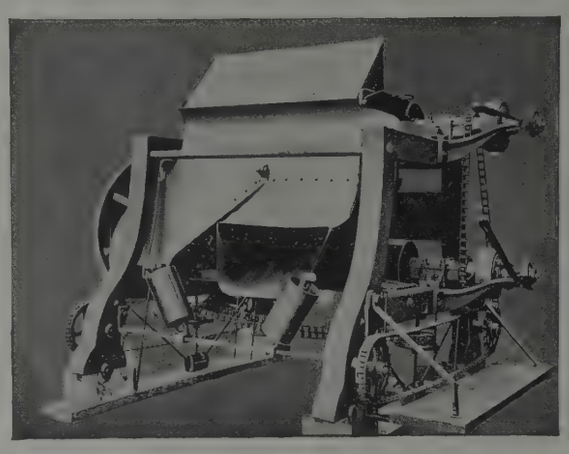
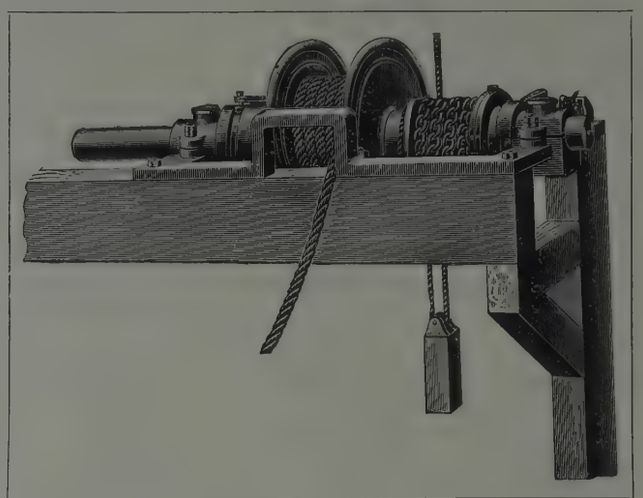
*Yes!!* We make all kinds, and for conveying all sorts of grains and materials. ALWAYS UP TO DATE. Latest patterns, embracing the most approved ideas. Send for new catalogue.





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MISHAWAKA, INDIANA.

BRANCH HOUSES:

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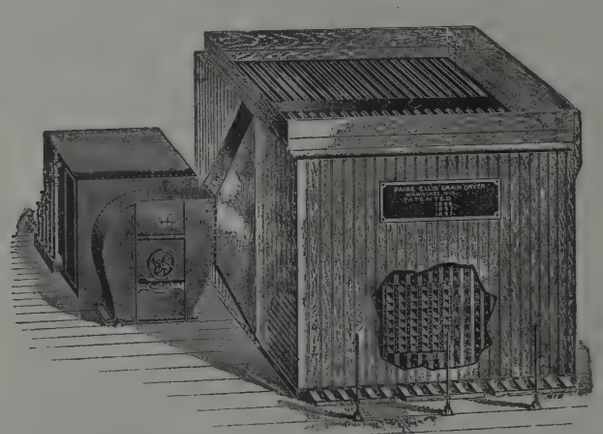
**$50.00 Reward for First Notice of any Infringement.**

# The Paine-Ellis Grain Drier

**is THE ONLY PRACTICAL DRIER that will successfully handle grain containing from 5 to 40 per cent excess moisture.**

OPERATION AND CAPACITY GUARANTEED.



Capacity from 50 to 2,000 bushels per hour.

**Write for Catalogue and Particulars.**

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No. 52 Chamber of Commerce,
MILWAUKEE, WIS.

# A GRAIN SPOUT

That will load cars without shoveling. It is worth its weight in gold. It will save you in labor all it costs in less than a month. . . . . .

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# H. SANDMEYER & CO.,

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## Dust Protector.

The **"Perfection"** has an improved Automatic **Valve**, which compels perfect protection and ventilation. Thousands in use.

Nickel plated protector, postpaid, $1. Cir. free.

**H. S. COVER, SOUTH BEND, IND.**

Patented Dec. 7, 1897.

## CORN THAT GROWS

well. 95 per cent test. **15 best kinds.** Catalogue and one sample of white or yellow free, if you mention this paper. Prices low. Address **J. C. SUFFERN,** Seed Grower, Voorhies, Ills.

## Hints on Amalgamation

AND THE

## General Care of Gold Mills.

BY W. J. ADAMS.

*ILLUSTRATED.*

**A Practical Book for Practical Men.**

SHOULD BE IN THE HANDS OF EVERY MINING MAN AND METALLURGIST.

All previous works on gold metallurgy have devoted most attention to the theories, mechanics, chemistry and history of gold milling. This book tells

**WHAT TO DO AND HOW TO DO IT.**

It is not based on laboratory tests, but on the *Practical Results* obtained by the author in an experience of *Over Twenty Years*, and tells how best to employ that which is already in use, not in any one locality, but all over the world.

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Mr. Mine Manager:—You are interested in having modern machinery throughout your plant; so are we. Let us amalgamate; you furnish the dollar and we'll furnish the **Modern Machinery.**

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**For ELEVATORS and FACTORIES on The BELT RY. of CHICAGO.**

Address B. THOMAS, Pres. & Gen'l Mgr.
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# THE HESS GRAIN DRIER

Dries a carload of damp grain in thirty minutes.

Adopted by the following elevator concerns:

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CONSOLIDATED ELEVATOR CO., Duluth,
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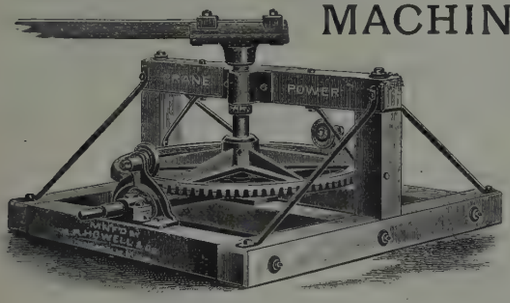
Hess Warming & Ventilating Co., 152 La Salle St., Chicago.

# GRAIN ELEVATOR MACHINERY.




We can furnish your complete equipment on short notice.

OUR ORIGINAL CRANE POWER IS SPECIALLY ADAPTED FOR USE IN GRAIN ELEVATORS.

See advertisement of our improved corn sheller in next issue of this journal. Correspondence invited.

R. R. Howell & Co., Minneapolis, Minn.

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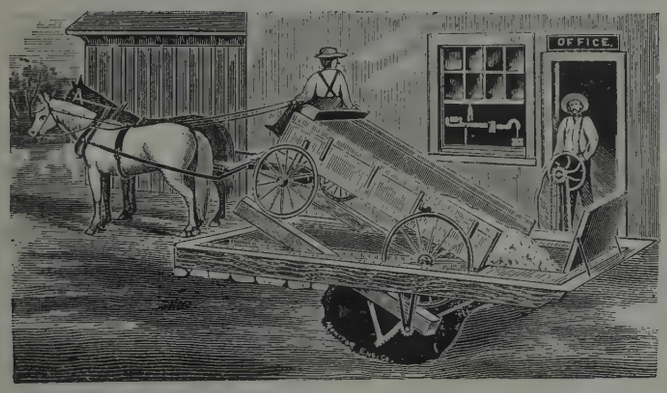



At FIFTY CENTS apiece are CHEAP, but they do not represent a better investment than we offer the "elevator and grain trade" in our

## Controllable Wagon Dump.

WINCHESTER, ILL., February 4, 1896.

**MESSRS. SAVAGE & LOVE CO., Rockford, Ill.**

GENTLEMEN:—Your favor of the 28th ult. received and noted. Last July I put one of your Controllable Wagon Dumps in a Fairbanks, Morse & Co.'s 22-ft. scale, and it has given me entire satisfaction in every respect. In this locality the bulk of grain is as yet handled in sacks, and by tipping the Dump about one-half it makes a nice slant, making it very easy to pull the sacks to back end of wagon, where strings are cut and grain runs out into bin below. Every farmer, without exception, speaks in glowing terms of the merits of this Dump. In unloading loose grain from wagon there is no dump that will equal yours in being easily handled and always under control of operator. No scaring horses, no dropping of wagon and no noise. I consider a grain elevator incomplete without the Savage & Love Controllable Wagon Dumps.

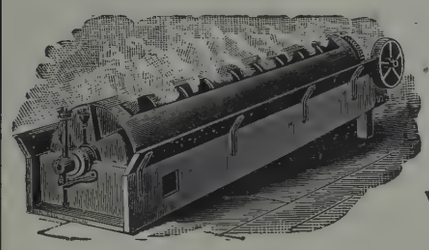
Yours truly,
M. C. WOODWORTH.

MANUFACTURED ONLY BY

## THE SAVAGE & LOVE CO., Rockford, Ill.

FAIRBANKS, MORSE & CO., St. Paul, Minn., Northwestern Agents.

## DAMP WHEAT can be PUT in CONDITION for GRINDING or STORAGE



By using our

# STEAM DRYER,

Which is also a successful

**Wheat Heater or Temperer or Dryer for Washed Wheat or Bran.**

It leaves the **Wheat** in **Perfect Condition** for the **Rolls.** Will also dry **Malster's, Brewer's and Distiller's Wet Grain.**

**Not an Experiment. In successful use 25 years drying**

**CORN MEAL AND HOMINY,**
**BREWERS' GRITS AND MEAL,**
**BUCKWHEAT, RICE AND**
**ALL CEREAL PRODUCTS.**

ALSO SAND, COAL DUST, GRAPHITE AND CLAY AND ORE OF ALL KINDS!

Automatic in operation, requiring no attention. Double the capacity of any other Dryer sold for same price.

## THE CUTLER CO., North Wilbraham, Mass.

## THE INK

WITH WHICH THIS PUBLICATION IS PRINTED IS MADE BY THE

QUEEN CITY PRINTING INK CO
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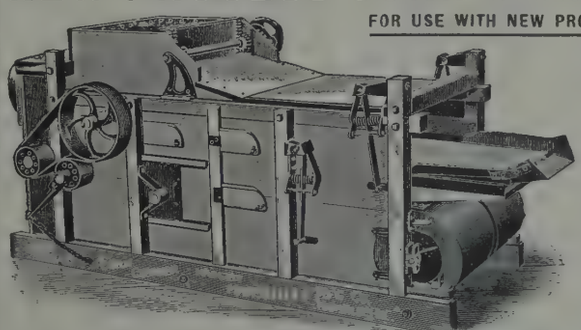
FOR USE WITH NEW PROCESS SHELLERS.



Also all other makes of Warehouse Shellers.

Made in Three Sizes.

Capacities—500 to 1,400 bushels per hour, according to size.

Can also be used for cleaning small grains.

The special features of this machine are as follows, viz.: Large capacity, excellent work, occupies only two thirds the room required by other cleaners of same capacity; has two cleaning fans, one blast and one suction; is dustless; can be knocked down and set up in any part of building; adjustable feed opening, which can be opened or closed off entirely without stopping machine or throwing off the belt; two cleaning shoes hung on patent springs; the grain and screenings all saved; noiseless; runs light; durable. **The New Process Shellers and Cleaners make a fine outfit for any house. Ask for circulars.** Address

**MARSEILLES MFG. CO., Marseilles, Ill.**

# J. A. CAMPBELL & SON,

LINCOLN, NEBR.,

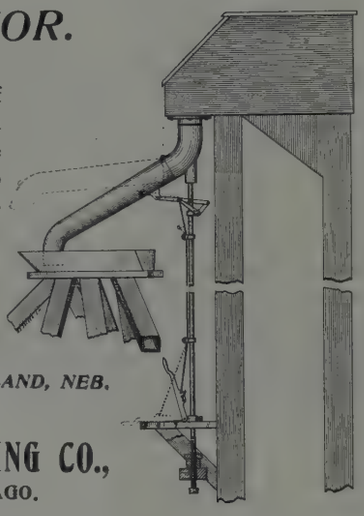
DESIGNERS and BUILDERS of **GRAIN ELEVATORS.**

**Complete plants of any capacity under one contract.**

A PARTIAL LIST OF OUR WORK LAST YEAR:

| ELEVATOR FOR | BUSHELS' CAPACITY |
|---|---|
| Central Granaries Co., Lincoln, Nebr | 325,000 |
| Central Granaries Co., Holdrege, Nebr | 225,000 |
| William Burke, Friend, Nebr | 80,000 |
| C. M. Jacques, Hickman, Nebr | 60,000 |
| C. M. Jacques, College View, Nebr | 60,000 |
| O'Shea & McBride, Madison, Nebr | 20,000 |
| Brown & Duey, Chester, Nebr | 10,000 |

# THE CRAMER GRAIN DISTRIBUTOR AND INDICATOR.



Absolutely prevents mixing of grain at elevator head. All grain men know this is a great nuisance in country elevators. There is no longer any need of it, as this device places distributing spout under absolute control of operator.

For further information address the inventor,

*D. H. CRAMER, GRAND ISLAND, NEB.*

Or the Sole Manufacturers

**WEBSTER MANUFACTURING CO.,**

1075 W. Fifteenth St., CHICAGO.

# MACDONALD ENGINEERING COMPANY,

**CONTRACTING ENGINEERS,**

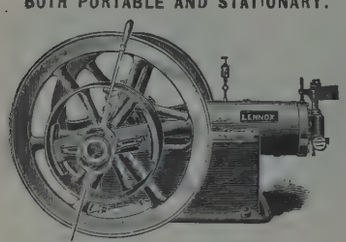
Designers and Builders of Wood and Steel

*GRAIN ELEVATORS* of any Capacity.

1454, 1455 and 1456 Monadnock Block, CHICAGO, ILL.

# LENNOX GAS ENGINE.

BOTH PORTABLE AND STATIONARY.



The **Ideal Power** for **Elevators, Feed Mills** and all places where power can be used. Always ready and no expense when not in use.

CATALOGUE FREE.

LENNOX MACHINE CO.,

406 E. FREDERICK ST., MARSHALLTOWN, IOWA.

# SEELEY, SON & CO.,

**Fremont, Neb.**

## *Architects and Builders*

OF ALL KINDS OF

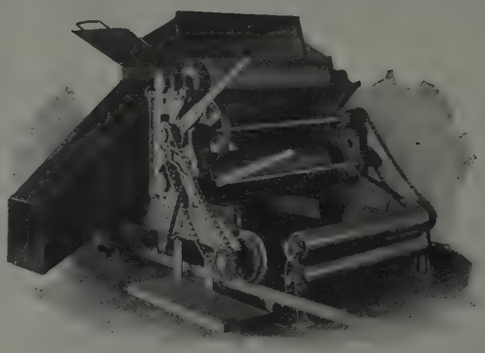
# GRAIN ELEVATORS.

# THE LINK-BELT MACHINERY CO.

ENGINEERS, FOUNDERS, MACHINISTS,

CHICAGO, U. S. A.

**GRAIN ELEVATOR MACHINERY**



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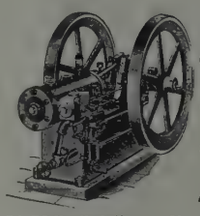

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**GAS AND GASOLINE ENGINE.**

"A Model of Perfection."

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## DUST! DUST!

**Gibbs' Patent Dust Protector** is invaluable to operatives in every industry where dust is troublesome. It has been thoroughly tested for many years in every kind of dust and is the only reliable protector known. **Perfect ventilation.** Nickel plated Protector $1, postpaid. Circulars **free.** Agents wanted.

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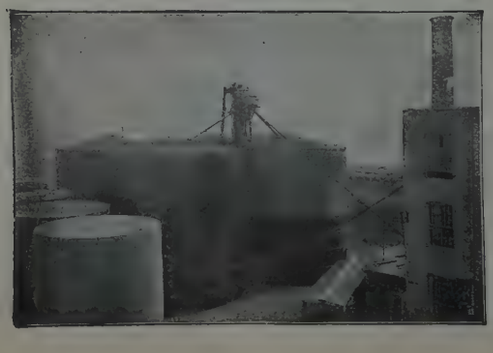
# WM. GRAVER TANK WORKS

MANUFACTURERS AND BUILDERS OF



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We Build Storage for Any Commodity of Any Capacity.

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*FISHER BUILDING, CHICAGO,*

SUCCESSORS TO J. T. MOULTON & SON,

*THE PIONEERS IN*

## GRAIN ELEVATOR CONSTRUCTION.

**Architects and Builders of Frame and Steel Grain Elevators.**

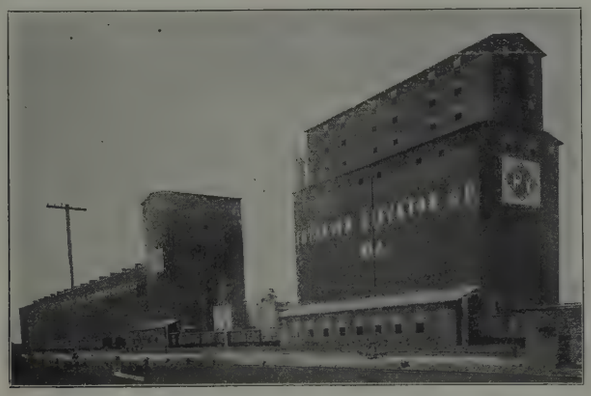
# THE BARNETT & RECORD COMPANY

DESIGNERS AND BUILDERS OF

**Grain Elevators, Mills, Breweries and Malt Houses.**

**STEEL ELEVATORS A SPECIALTY.**

We also contract to build complete all kinds of heavy structures, such as **Docks, Packing Houses, Public Buildings, Stock Yards, Etc., Etc.**



**A Few Elevators Built by Us.** Bu. capacity.

| | |
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| Portland El. Co., Portland, Me. | 1,000,000 |
| Maple Leaf Elevator, Kansas City, Kan. | 1,000,000 |
| Burlington Elevator, St. Louis | 1,300,000 |
| Interstate Elevator Co., Minneapolis | 1,000,000 |
| Northern Grain Co., Manitowoc, Wis. | 500,000 |
| W. W. Cargill, Green Bay, Wis. | 500,000 |
| Vigo Elevator Terre Haute, Ill. | 500,000 |
| Belt Line Elevator Co., Superior, Wis. | 2,500,000 |
| Superior Terminal El. Co., Superior, Wis. | 2,500,000 |
| F. H. Peavey & Co., Minneapolis No. 1. | 1,750,000 |
| F. H. Peavey & Co., Minneapolis No. 2. | 500,000 |
| Atlantic Elevator Co., Minneapolis | 600,000 |
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THE BARNETT & RECORD CO. has designed and built more than one thousand elevators with capacities varying from 20,000 to 2,500,000 bushels. Also a large number of docks, mills court houses, packing houses, hotels, the Cozad irrigation canal and other like improvements. As a result of this large experience, it has a thorough, first-class organization and equipment, enabling it to submit bids or execute work in the shortest time consistent with thoroughness

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**Feed Mills,**
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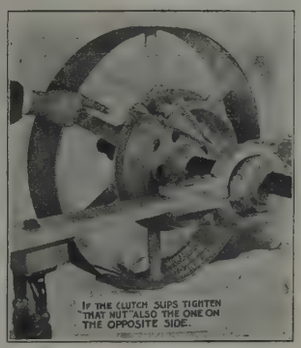


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IRON BIN BOTTOMS and THIMBLES, AUTOMATIC DUMP LOCK and AUTOMATIC WAGON BLOCKS.

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| Grand Trunk Elevator, Portland, Me. | 1,000,000 |
| Export Elevator, Buffalo, N. Y. | 1,000,000 |
| J. R. Booth Elevator, Parry Sound, Canada | 1,000,000 |
| Cleveland Elevator Company's Elevator, Cleveland, Ohio | 500,000 |
| Erie R. R. Transfer & Clipping House, Chicago, Ill. | 100 cars in 10 hours |
| Manchester Ship Canal Co.'s Elevator, Manchester, England | 1,500,000 |
| Burlington Elevator, Peoria, Ill. | 500,000 |
| Canada-Atlantic Railway Elevator, Coteau Landing, Que | 500,000 |
| Northern Grain Co., Manitowoc, Wis. | 600,000 |
| Union Elevator, East St. Louis, Ill. | 1,100,000 |

# E. H. TROMANHAUSER,

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Wagon, Dump, Hopper and Grain Scales.

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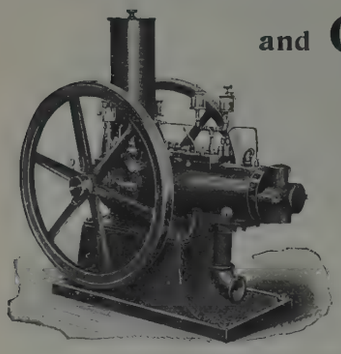

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SAFE and reliable. Automatic igniter. No hot tube or electric spark. Common kerosene oil, about ½ cent per horse power. Extremely simple; no valves.

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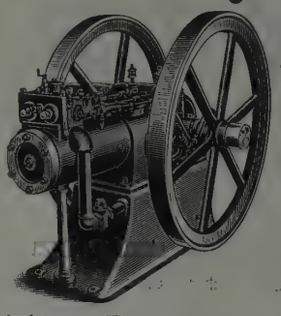

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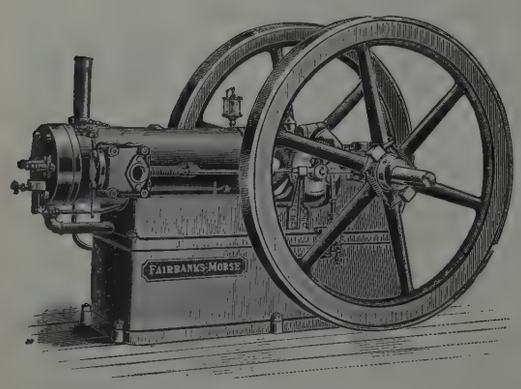


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FAIRBANKS SCALES,

**Standard, Durable, Reliable.**

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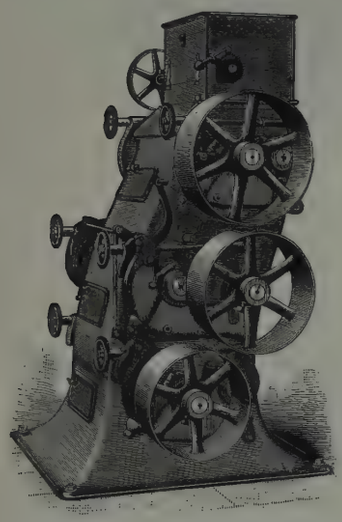

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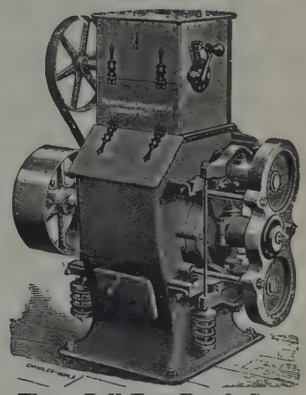

Three Roll Two-Break Corn and Feed Mill.

TEN SIZES and STYLES of ROLLER, CORN and FEED MILLS

No doubt about the volume of our voice if price and merit talk, and what we say will be interesting if you intend to buy.

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This Gazetteer contains official lists of flouring mills, elevators, grain dealers, shippers and commission merchants located on all the principal railroads in the United States and Canada, also grading and inspection rules of leading markets.

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Uses gas or gasoline. Makes no compression while engine is running idle. Charges fired with electric spark or tube igniter. Made upon honor and fully guaranteed. Write for description and prices.

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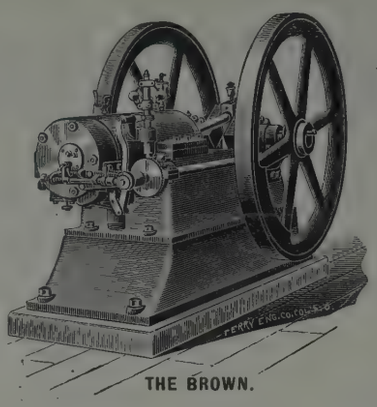
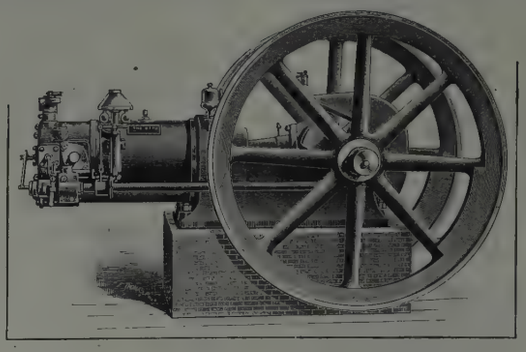


THE BROWN.

# Otto Gas Engines.



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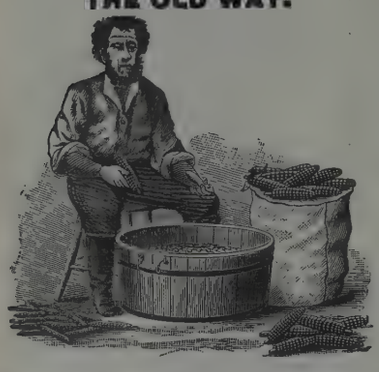

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**UNION IRON WORKS,**
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Manufacturers of the CELEBRATED
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☞ Elevator Supplies of All Kinds a Specialty.
We are the Pioneer Elevator Builders of the West, and claim priority in the building of Cheap Elevators with Increased Conveniences.
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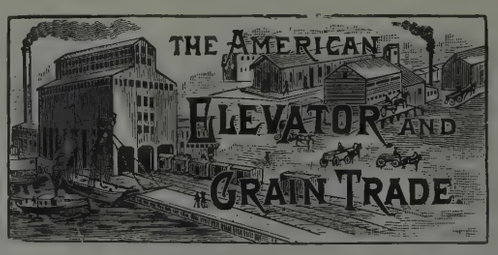
The most complete exponent of milling mechanics in the world. Water power, steam engineering and all milling topics are handled by the ablest writers in their respective fields.

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**$2.50 pays for both papers to one address for one year.**

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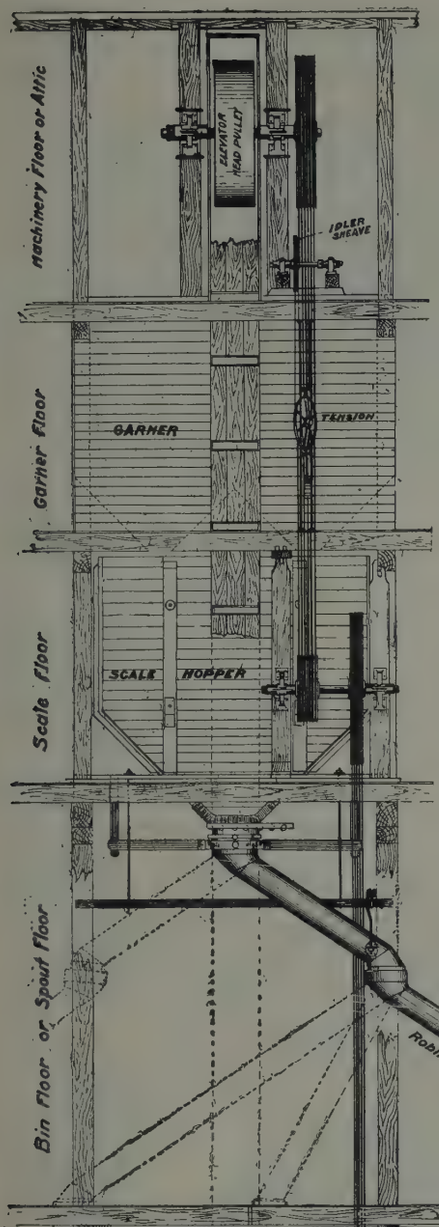


# D. A. ROBINSON,

**ENGINEER AND CONTRACTOR,**

1039 Lumber Exchange, Minneapolis, Minn. © Auditorium Annex, Chicago, Ills.

Are you going to build an **ELEVATOR**? Have you investigated the merits of my system of Independent Leg Rope Drive? Each Elevator leg has a separate rope drive from the line shaft on working floor of elevator. Each sheave on line shaft driving Elevator legs is provided with a friction clutch so that legs may be stopped when not in use. This system will reduce your fire risk 75%, amount of power wasted reduced 50%, wear and tear on machinery reduced 30%. No long shafts in top of Elevator to get out of line. No friction clutches in top of elevator to set fire. No hot boxes. This system has been in use in various Elevators for ten years, and experience has shown that it

## MAKES

the simplest, most economical and most powerful Elevator leg drive yet devised.

If you are situated where you can obtain electrical power, it will pay you to investigate my system of Electrical Transmission and Independent Motor Leg Drives, 30% economy in operation guaranteed.

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The "Universal" spouts have been used in nearly every Elevator constructed in the past seven years. Repairs reduced to a minimum, economises space and reduces fire risk. Send for descriptive circular.

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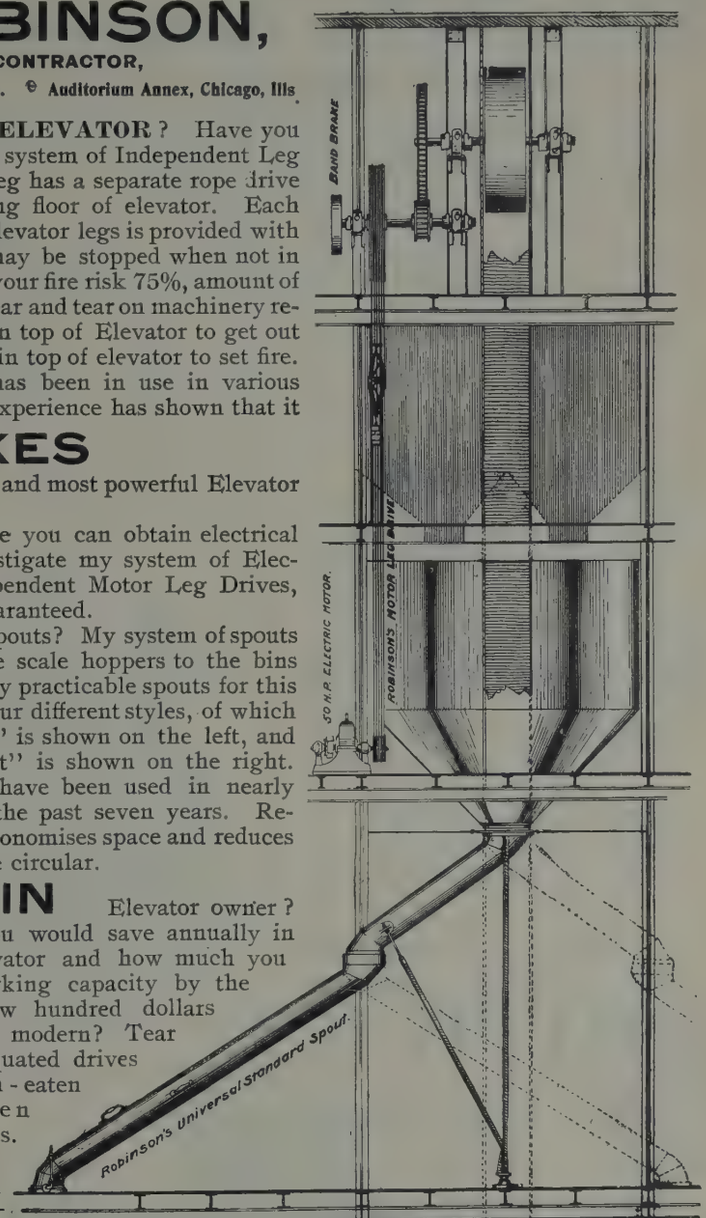
Do you realize how much you would save annually in the operation of your Elevator and how much you would increase your working capacity by the expenditure of a few hundred dollars to make your plant modern? Tear out those antiquated drives and worm-eaten wooden spouts.




Keep pace with the times. Your competitor does more business in his Elevator and makes more money, because he has improved machinery and appliances. Let me give you an estimate of the cost of equipping your

## ELEVATOR

with modern machinery and spouting.

I make a specialty of furnishing owners with plans, specifications and superintendance for construction of Grain Elevators.

Contracts taken any place for the construction of Grain Elevators, Breweries, Malt Houses, Coaling Stations, Wharves, Docks and Dredging.

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| " " " | 4,000,000 " |
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| " " " Chicago, | 3,000,000 " |
| " " " Council Bluffs, | 1,500,000 " |
| CHAS. COUNSELMAN & CO., Chicago, | 1,500,000 " |
| BOSTON & MAINE RY., Boston, | 2,000,000 " |
| CANADIAN PACIFIC RY., Richmond, Vt., | 600,000 " |
| KEITH & COMPANY, Chicago, | 1,500,000 " |
| ALBERT SCHWILL & CO., and L. I. AARON & CO., Chicago | 800,000 " |
| GREAT NORTHERN RY., at Minneapolis, | 1,750,000 " |
| " " " " Buffalo, | 3,000,000 " |
| " " " " Seattle, | 1,000,000 " |
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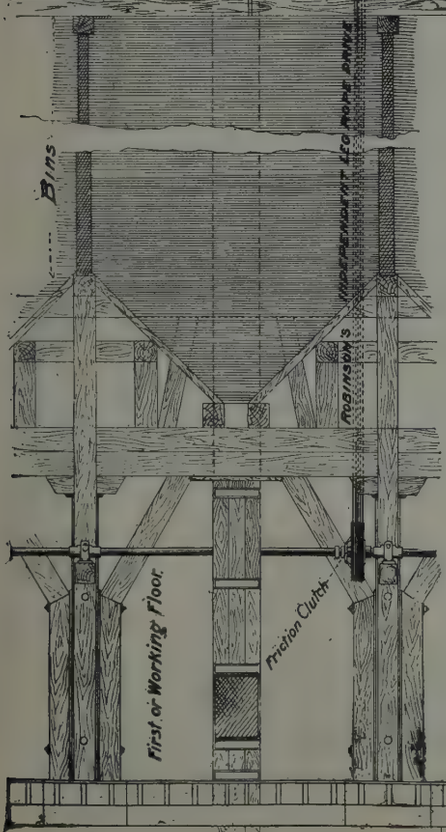
Equipped Main Line of Great Northern Railway, St. Paul to Spokane, with Coaling Stations.

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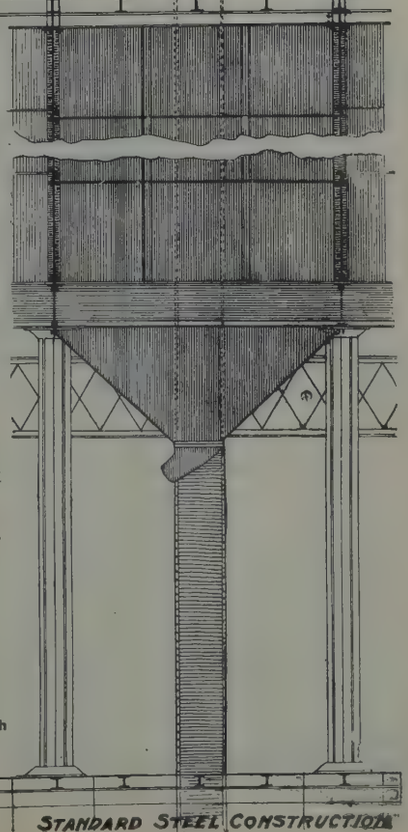

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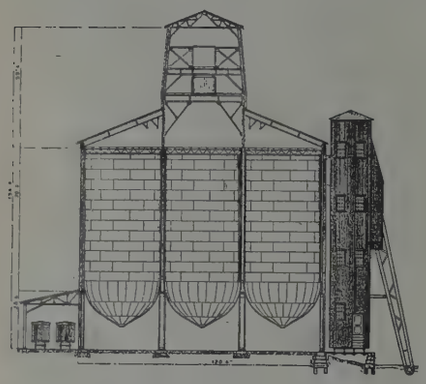
MANUFACTURERS, ENGINEERS, CONTRACTORS.

## Grain Elevators of Steel,

ALSO

## Gas Holders with Steel Tanks.



Cross section of Great Northern Elevator furnished by us at Buffalo, N. Y. Three million bushels' capacity. Steel throughout.

**Water and Oil Tanks,**
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**Steel Construction of**
**Every Description,**

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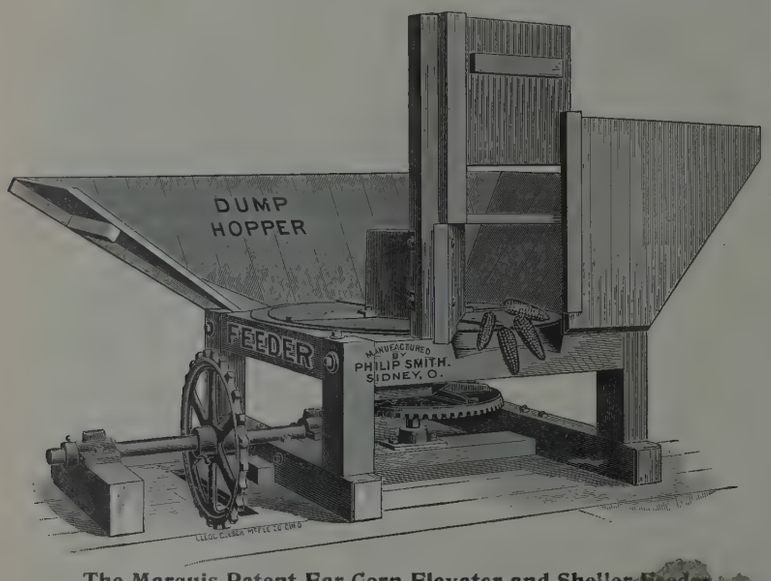


**The Marquis Patent Ear Corn Elevator and Sheller Feeder**

Will feed corn from the dump to elevator, or sheller, with or without aid of a drag belt. Feed adjustable from 100 from 1,500 bushels per hour. Can adjust feed to any amount sheller will handle. Feeds to either sheller or elevator by changing reverse board. An even feed is a great advantage, increasing your output, and will show a big saving in repairs on engine and transmitting machinery. Runs easier and requires less attention than any so-called feed device on the market. Is but 18 inches high, 3 feet 4 inches square, all parts being heavy and durable. Applied to old dump at very little expense. Pays for itself many times over in one season. Saves the expense of one man. Over 7,000 in use, giving universal satisfaction.

**Corn Shellers, Separators, Cleaners, Ear Corn Feeder, Dumps, Self-Cleaning Head and Boot, Drags, Conveyors, Etc.** Also a full line of **Elevator Supplies, Belting, Pulleys, Elevator Buckets, Etc.**

Parties contemplating building or repairing warehouse or elevator will do well to get my prices and description of machinery.

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From Elevators to Vessel, Showing Spout and Carrier complete and Connected to Building, also manner of assembling Parts of Spout when Parties change their old Spouts:

When Parties have the Iron Telescope Spouts they can Slot their old Spouts and make a Perfect Rig as shown in Details. In such cases I will Furnish Every-thing Complete except Rig for handling Telescope. Cost of Right and all Parts on application.

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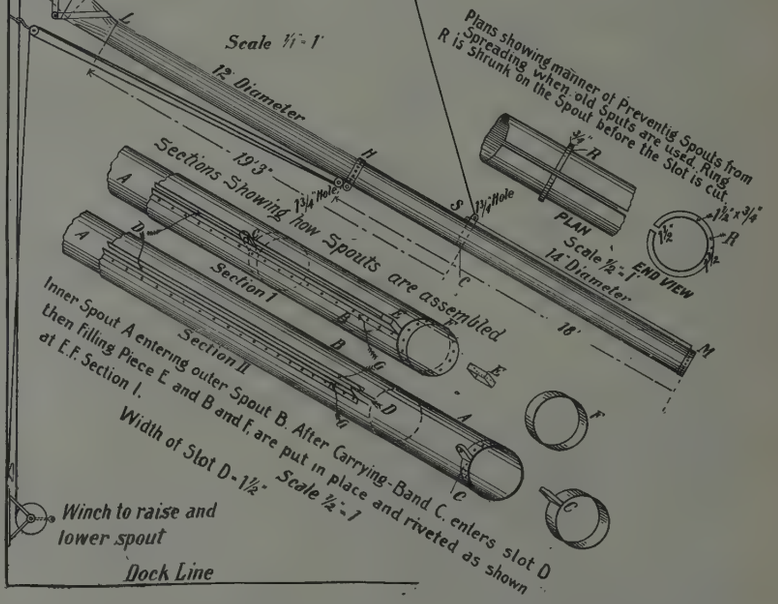
**Consolidated Elevator Company.**

DULUTH, MINN., Dec. 30, 1898.

**A. D. Bellinger, Esq.,**
Superintendent, West Superior, Wis.

DEAR SIR:—Replying to your favor of the 29th inst., would say, we have been using 34 of your Loading-out Spouts on our elevators for some time, and are much pleased with them; we shall probably require 12 more before the next crop begins to move. We take pleasure in recommending them as the best spout we know anything about.

Yours truly,
CONSOLIDATED ELEVATOR CO.,
By M. J. Forbes, President




## Bellinger's Patent Loading Spout,

Shown in the above, is used to load grain from elevator to boat. This spout will save about one-half time in loading out, as you do not have to depend on unfit rigging furnished by the boats to handle the spouts. They are suspended from the side of the elevator by steel cables and swinging arms, in such a manner that the spouts do not have to be attached in any manner to the boat; therefore they are not liable to breakage from listing of boat; and when the boat is to be shifted from hatch to hatch, it is only necessary to swing the spout clear of the boat rigging, and before the boat is tied up the spouts can be swung over the hatch and grain started. The spouts can be lengthened or shortened at will without changing the pitch of spout. The winch used to hoist the spout can be worked by one man, and is so constructed that it is impossible to let go. This is important as the spout cannot fall and smash, which is quite common with the old-style rig.

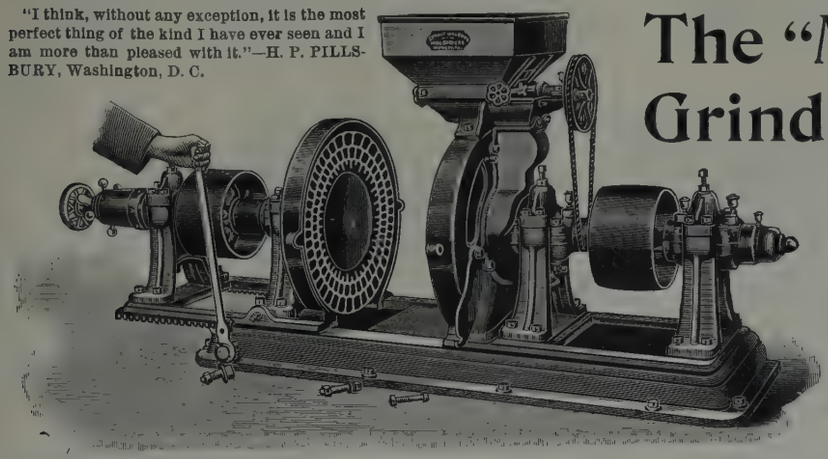
Look the cut over and write me for any information wanted, and also for prices.

# A. D. BELLINGER,

**Superintendent Elevators,**

WEST SUPERIOR, - - WISCONSIN.

"I think, without any exception, it is the most perfect thing of the kind I have ever seen and I am more than pleased with it."—H. P. PILLSBURY, Washington, D. C.



# The "Muncy" Attrition Grinding Mill.

Contains **Relief Springs, Movable Base, Self-Oiling Bearings,** and our **Patent Ball Bearing** at end of shaft.

Capacity, 3,000 to 5,000 pounds of meal and feed per hour.

Easiest and quickest operated mill on the market.

Shipped on 15 days' trial. If not as represented, we pay all freight.

For full information, write the makers

**SPROUT, WALDRON & CO., - - MUNCY, PA.**

Patented Dec. 7, 1897.

## Dust Protector.

The **"Perfection"** has an improved Automatic **Valve,** which compels perfect protection and ventilation. Thousands in use.

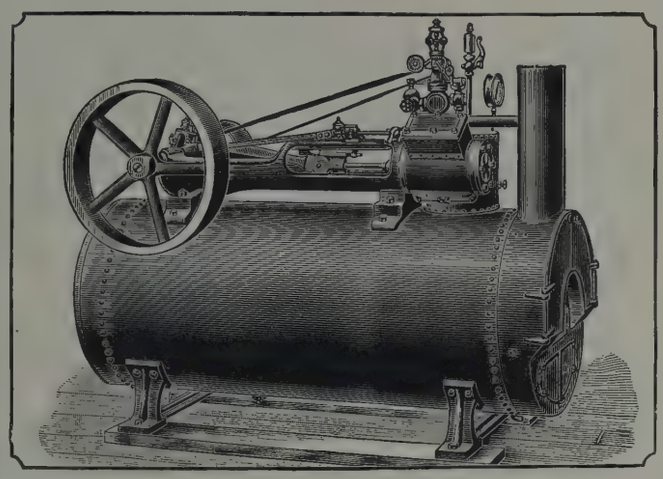
Nickel plated protector, postpaid, $1. Cir. free.

**H. S. COVER, SOUTH BEND, IND.**

## DUST! DUST!

**Gibbs' Patent Dust Protector** is invaluable to operatives in every industry where dust is troublesome. It has been thoroughly tested for many years in every kind of dust and is the only reliable protector known. **Perfect ventilation.** Nickel plated Protector $1, postpaid. Circulars **free.** Agents wanted.

**Gibbs Respirator Co., 30-36 La Salle Street, - CHICAGO.**



## THE LEFFEL ENGINES

**Furnished in a variety of Sizes and Styles, afford**

## BEST POWER FOR ELEVATORS.

**BECAUSE—**

They do not take "bucking" spells, are thoroughly reliable and can be depended on to furnish steady and strong power when wanted.

Less trouble and expense to keep in running order.

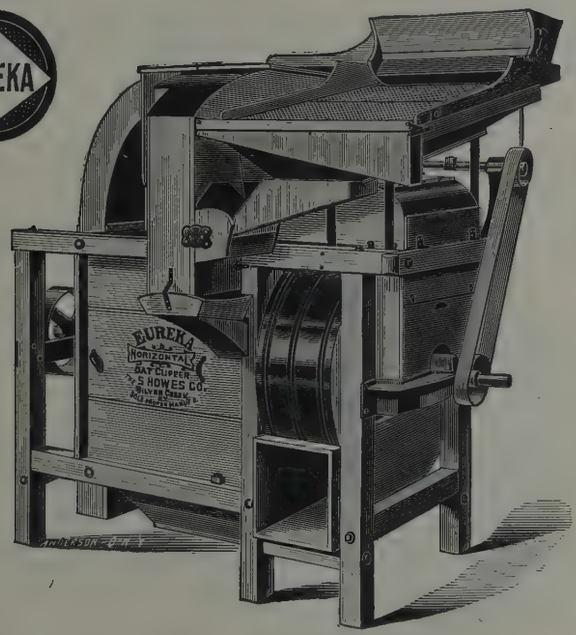
Economical in running expenses, waste cobs furnishing more than enough fuel.

More durable than any other power. Pamphlet with prices and further information desired on application, stating size power wanted.

**JAMES LEFFEL & CO., Springfield, O.**

**Box 52.**

EUREKA




EUREKA

# *The Eureka Oat Clipper.*

The most reliable and practical machine on the market. In placing this machine you save the expense of any experimenting. The most economical clipper on the market. The original and best. The only machine deserving of the name of "Oat Clipper."

## *The Eureka Grain Separators*

Lead the world in perfect construction, finish and results. Over forty-two thousand Eurekas sold and in use throughout the world.

For further particulars and prices address

## THE S. HOWES COMPANY,

EUREKA

EUREKA WORKS, SILVER CREEK, N. Y.

EUREKA

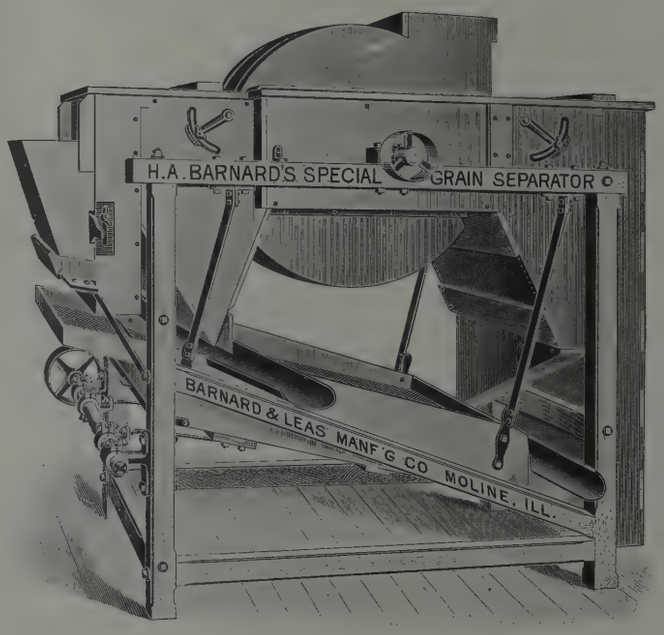
**Duplicate parts of all Eureka machines built, from the time of Howes, Babcock & Co., in 1856, until the present.**

# Warehouse Men, Elevator Men,

## ATTENTION:

The largest and most complete line of high-class machines in the world.

***The Best Separators,***
***The Best Scourers,***
***The Best Oat Clipper,***
***The Best Corn Cleaner,***
***The Best Corn Sheller.***




**Barnard's Special Grain Separator**

(End Shake),

**FOR WAREHOUSES AND ELEVATORS.**

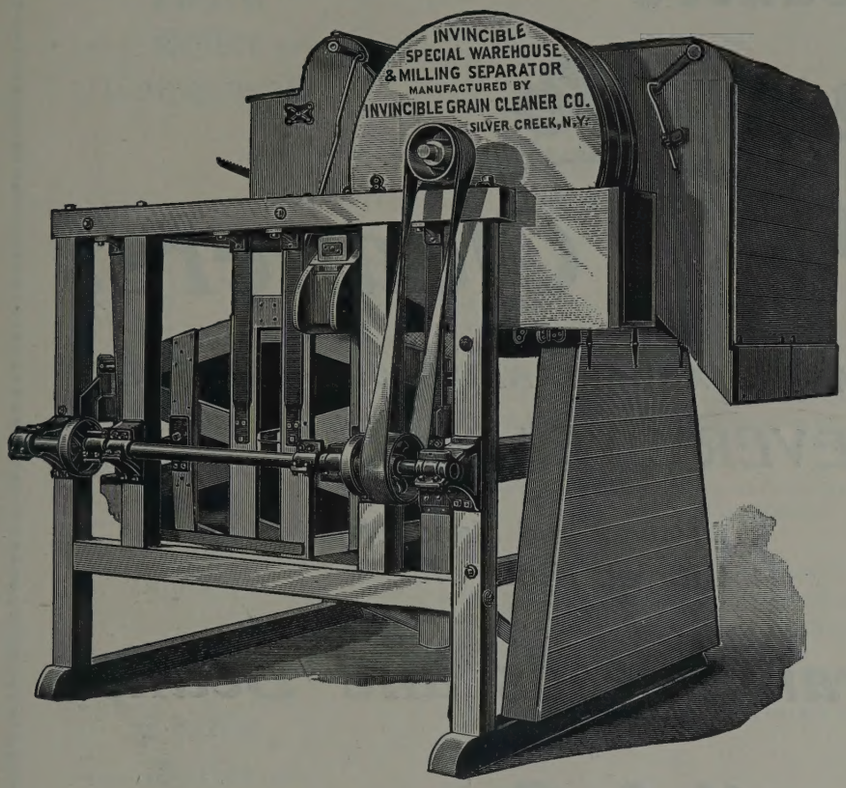
Full line of Elevator Supplies, Wood Pulleys, Shafting, Etc.

Send for 300-page catalogue.

## *BARNARD & LEAS MFG. CO.,*

*MOLINE, ILLINOIS.*

# *The Latest and the Best.*




We present to you a new

## Invincible Separator,

Designed for use in warehouses and elevators where large capacities combined with fine work is required in handling wheat, barley and oats. Great capacity but coarse work is common; great capacity but fine work is a new thing; this is the only machine that gives it to you.

Succotash (wheat mixed with oats) separation is easy for this machine. Let us send you circular and prices. Look up this machine carefully before you buy the new separator that you may need. It will pay you well.

*INVINCIBLE GRAIN CLEANER COMPANY,*

**Invincible Works.** **Silver Creek, N. Y.**

REPRESENTED BY

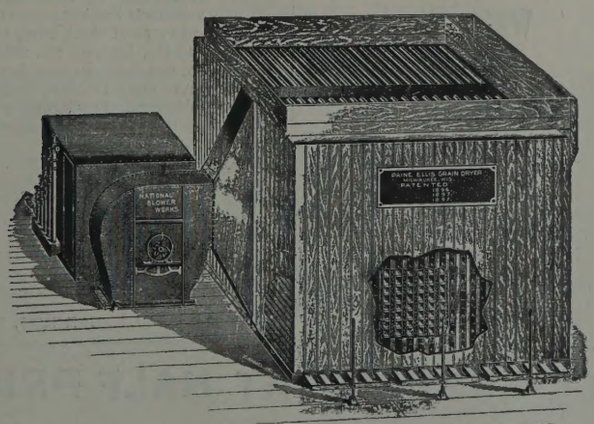
W. J. SCOTT, Wyoming Hotel, Chicago, Ill. EDW. A. ORDWAY, Exchange Building, Kansas City, Mo.

**$50.00 Reward for First Notice of any Infringement.**

# The Paine-Ellis Grain Drier

**is THE ONLY PRACTICAL DRIER that will successfully handle grain containing from 5 to 40 per cent excess moisture.**

OPERATION AND CAPACITY GUARANTEED.



Capacity from 50 to 2,000 bushels per hour.

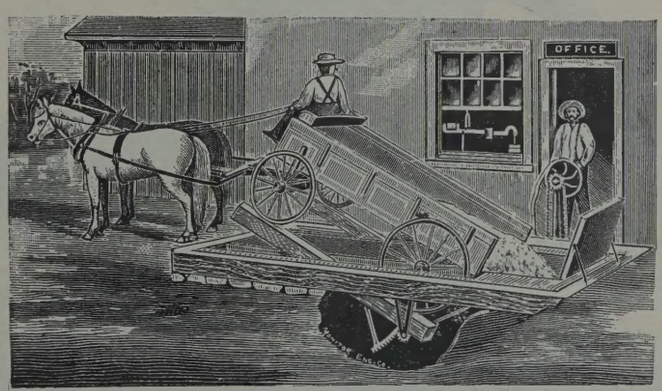
**Write for Catalogue and Particulars.**

## The Paine-Ellis Grain Drier Co.,

No. 52 Chamber of Commerce,

MILWAUKEE, WIS.

# Gold Dollars




At FIFTY CENTS apiece are CHEAP, but they do not represent a better investment than we offer the "elevator and grain trade" in our

## Controllable Wagon Dump.

WINCHESTER, ILL., February 4, 1896.

**MESSRS. SAVAGE & LOVE CO., Rockford, Ill.**

GENTLEMEN:—Your favor of the 28th ult. received and noted. Last July I put one of your Controllable Wagon Dumps in a Fairbanks, Morse & Co.'s 22-ft. scale, and it has given me entire satisfaction in every respect. In this locality the bulk of grain is as yet handled in sacks, and by tipping the Dump about one-half it makes a nice slant, making it very easy to pull the sacks to back end of wagon, where strings are cut and grain runs out into bin below. Every farmer, without exception, speaks in glowing terms of the merits of this Dump. In unloading loose grain from wagon there is no dump that will equal yours in being easily handled and always under control of operator. No scaring horses, no dropping of wagon and no noise. I consider a grain elevator incomplete without the Savage & Love Controllable Wagon Dumps.

Yours truly,
M. C. WOODWORTH.

MANUFACTURED ONLY BY

## THE SAVAGE & LOVE CO., Rockford, Ill.

**FAIRBANKS, MORSE & CO., St. Paul, Minn., Northwestern Agents.**

*Merit Alone Introduced*

# The CLIPPER Cleaners,

*HAS MADE THEM POPULAR AND STANDARD AND INCREASED THEIR*

*SALE EVERY YEAR.*

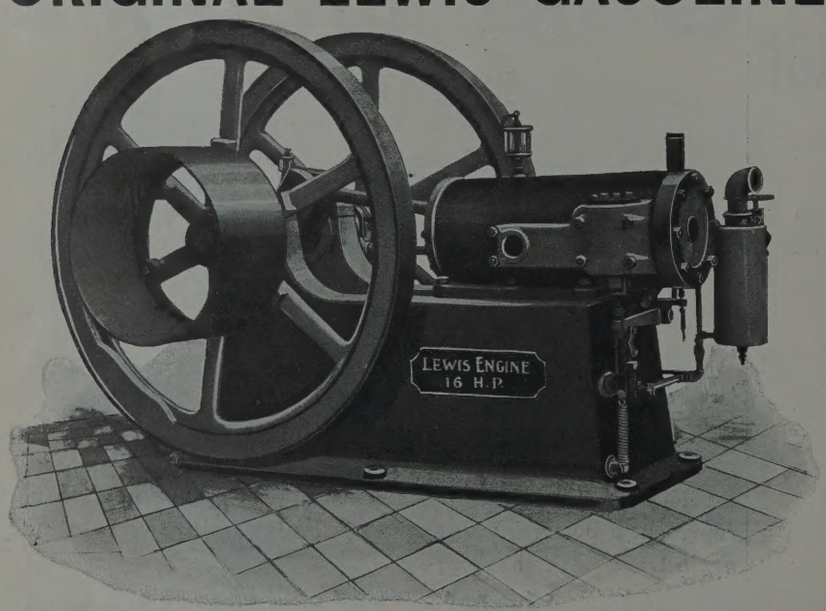
*Satisfactory Results,*
*Light Running,*
*Simple to Operate.*

*Power and Hand Sizes for all Kinds of*

**Grain, Seeds and Beans.**

*Manufactured by* **A. T. Ferrell & Co.,** *Saginaw, Mich.*

## ORIGINAL LEWIS GASOLINE ENGINES




Gold Medal
World's Fair 1893.

Most popular and reliable for

**Grain Elevators,**
**Water Works,**
**Electric Plants.**

Volume Governor, Double Exhaust, Air Adjustment to Regulate Mixture.

J. THOMPSON & SONS MFG. CO.,
BELOIT, WIS.

## INSURANCE

ON GRAIN ELEVATORS AND CONTENTS

Is furnished at cost by the
MILLERS' NATIONAL INSURANCE CO.,
of Chicago.

It is a Mutual Company which insures more mills and grain elevators than any other company in the United States.

It has been in business 24 years and its average annual cost for insurance to mutual policy-holders has been about one-half of the board rates of stock companies.

Its cash assets, January 1st, amounted to $688,101.50; net cash surplus $453,094.49.

The same conservative management which has directed the Company's affairs all through its prosperous existence will be continued.

Before placing your insurance, write to the Company at No 205 La Salle Street, Chicago, for a copy of the circular and statement, which fully explains the Company's method of insuring your class of property on the mutual plan. If your risk is up to its required standard you cannot afford to insure in any other company.

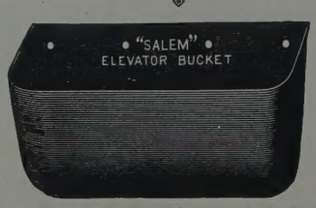
W. L. BARNUM, SECY.

There are only two kinds of Elevator Buckets—

## "Salem" Buckets

and others.

The "Salem" are the durable, satisfactory kind. They are made in all styles and sizes for every possible purpose. Get our descriptive catalogue, or request your dealer to supply you with Salem Buckets.




The W. J. CLARK CO., Salem, Ohio, U. S. A.

## MILL SUPPLIES AT HALF PRICE.

*We buy our goods at Sheriffs' and Receivers' sales.*

BRAND NEW RUBBER BELTING,

Guaranteed strictly first-class, at 75 per cent off standard list. Net cash.

*WRITE FOR CATALOGUE "E" of Shafting, Hangers, Pulleys, Rope, Iron Roofing, Pipe, Hose and a thousand other items.*

CHICAGO HOUSE WRECKING CO., W. 35th and Iron Sts., CHICAGO.

Lord's TRADE Boiler MARK Compound

Lord's TRADE Boiler MARK Compound

## Excelsior Roller Mills and Elevator,

**H. D. CRANE & CO., Proprietors.**

OTTAWA, KAN., March 8, 1897.

GEO. W. LORD, ESQ., Philadelphia, Pa.

*Dear Sir:*—Please ship us at once a half ton of Lord's Boiler Compound. In looking over our books to-day, we find we have used "Lord's Boiler Compound" for twenty years, and have tried almost all makes, being persuaded by agents with their great merits, and in every instance we had to come back to your preparation. With your Compound we can tell to the dot how much to use and it does the work every time. Our flues have doubled their estimated life, as well as the boilers, and are as clean as when new. Boiler inspectors tell us we keep the cleanest of boilers.

We cannot say too much in praise of your Compound.

Very respectfully, H. D. CRANE & CO.

*The above letter is only one of many which we might publish, but trust that it is sufficient to prove that we can furnish chemicals which will keep your steam boilers in perfect condition. Your correspondence on this subject will have our prompt attention.*

**GEO. W. LORD,**

**Manufacturing Chemist, No. 316 De Lancey St., PHILADELPHIA.**

Lord's TRADE Boiler MARK Compound

Lord's TRADE Boiler MARK Compound

## NEW SCALES FOR OLD

Why use old ones when you can get new ones? Send postal card for information.

JONES OF BINGHAMTON.
BINGHAMTON, N. Y.

**TRACK, WAGON, HOPPER, and DUMP SCALES.**

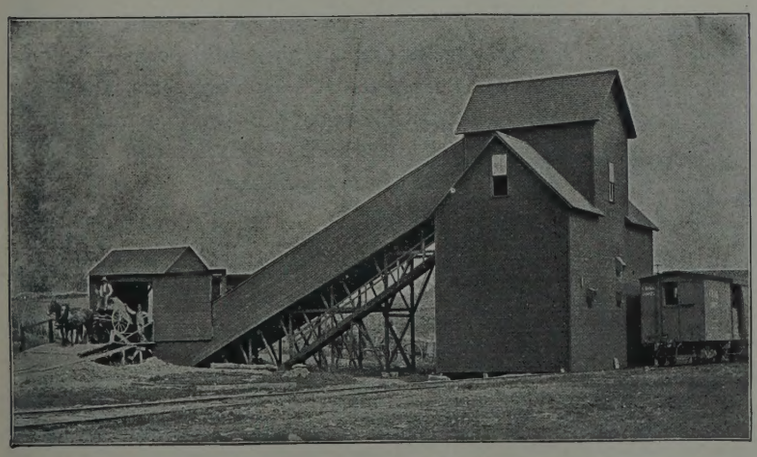
The only Dump Scale that will stand usage of a plain rail dump. Ask for prices.

W. H. CALDWELL, . Terre Haute, Ind.

THE

## INCLINE ELEVATOR and DUMP

SOLVES THE PROBLEM OF CRIBBING EAR CORN WITHOUT A SCOOP.



**The farmer furnishes the power.** Less than one-half the investment and one-quarter the expense of operating an ordinary elevator. Unexcelled for speed, convenience and economy in handling ear corn as well as shelled grain, etc. It successfully competes with belt elevators. Grain for shipment is handled in the shipping bins while ear corn, oats, etc., are cribbed in the patent storage below. $1,500 will complete a 40,000-bushel plant having ten 1,000-bushel hopper bottom shipping bins, and several patent storage bins which provide the balance of capacity.

The **Incline Elevator and Dump** and plan of building have been greatly improved and are covered by U. S. patents. **Write for prices and circulars.**

## H. KURTZ & SON, GREENFIELD, IOWA.

The Standard of all Transmission Ropes.

Has been tested by the largest users in the country.

**AJAX** runs the longest and largest drive in the world at Pensacola, Florida.

**AJAX** drives the new mammoth grain elevator in Manchester, Eng.

**AJAX** drives the great machinery of the Illinois Steel Co.

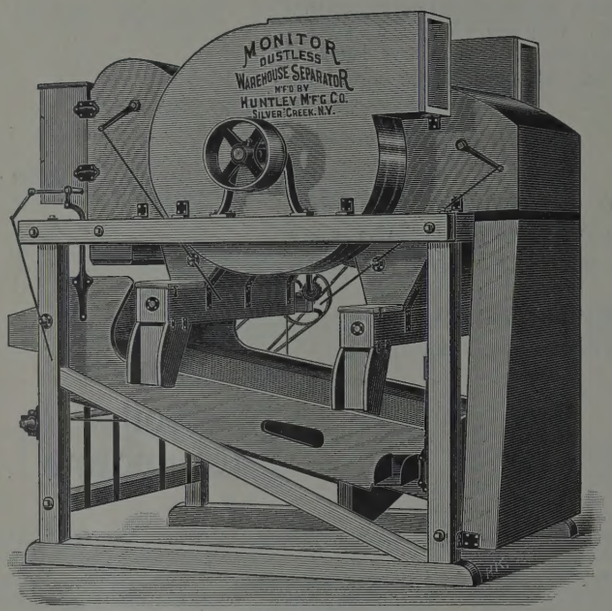
**Use Ajax and Run no Risk of Accident.**

## H. CHANNON CO.,

**24 AND 26 MARKET ST., CHICAGO.**

# The Monitors

## Grain Cleaners.




Will give better general satisfaction than other makes.

About all of the leading cleaning elevators are equipped with Monitors.

This machine stands alone—AT THE TOP.

Conceded by all users to be the best Cleaner made.

The only Separator built with two fans and a special vacuum chamber.

Four separate and distinct air currents act on the grain. These currents are regulated from vacuum or exhaust chamber; hence are positive, regular, and evenly distributed.

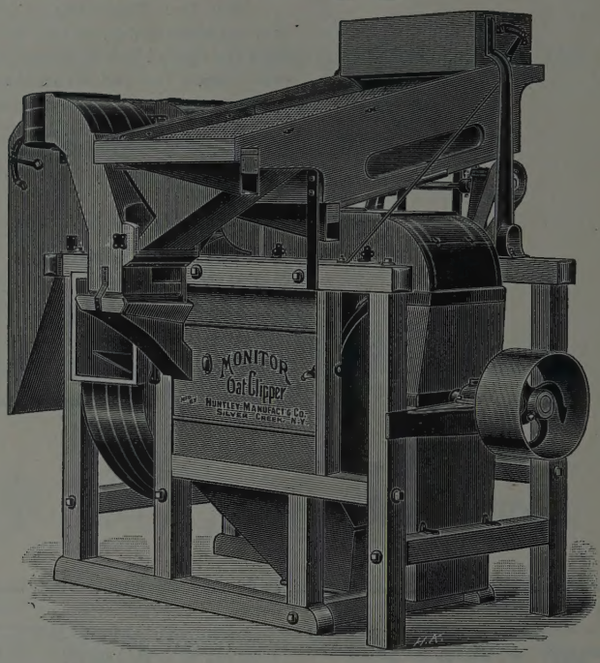
Results! The highest class of work that can be done.

No grade grain in the screenings.

To make a long story short: convince yourselves by going into any of the prominent modern cleaning elevators. You will find the Monitors at work there.

***Bear in mind that the Monitor is not two single fan machines built together in one frame.***

## Oat Clippers.




Are quite a few steps in advance of any machines of this type built.

This is a strong claim, but, like all claims we make, we are prepared to demonstrate it.

They are high grade in every respect and, like the Monitor Cleaners, are generally selected by the builders of modern cleaning houses.

Clipping houses claim that they can obtain better and more economical results with the Monitor than with any other Clipper.

Special attention has been given to the construction of the machines, all weak points overcome, and to-day they stand—the best built, the most durable, the best looking, the easiest regulated, and the lightest running Clipper on the market.

Do you need a Clipper? Are you in doubt as to the best? If so, go to any modern elevator (prominent house) and you will find them. That is all we ask. Your order will surely follow.

MORE MONITOR MACHINES IN OPERATION IN LEADING AND PROMINENT MODERN ELEVATORS THAN ALL OTHER MAKES COMBINED. WRITE US.

# Huntley Mfg. Co., Silver Creek, N. Y.

B. F. RYER, General Western Agent, 32 Traders' Building, Chicago.